The Commercial Car Journal

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IS HE UNREASONABLE?

Should the Customer Expect a Cut on Replacement Parts After He Has Been Given a Cut on the Complete Vehicle Price?

WHETHER it is a motor truck, a perambulator or a watch, there is a definite relationship between the sales price, the complete article and the parts which enter into the assembly of that article. The same principle applies in each case. The materials which go into the manufactured product may include only the raw materials, which after being put through a manufacturing process comes out as a finished product, or they may comprise the units which have been fitted or partially finished before they can be assembled into a complete article such as the motor truck.

Now the cost or price of each unit that enters into the assembly of a motor truck is fairly well known. The total can be easily figured. There's nothing mysterious about it. The "bill of materials" as it is termed, is a more or less fixed item. It may vary somewhat because the price of raw materials has increased—but the materials bill for a motor truck does not vary to the extent that it shows any violent reaction. In other words the price of the parts does not vary sufficiently to make the price of a completed truck jump or decline with each sale. The bill of materials is a definite factor.

THE BILL OF MATERIALS

Next we come to the labor employed in building the truck. This is also a definite factor. What it costs for labor to complete a truck is pretty much a matter of record. It can readily be ascertained.

The third factor is the selling cost which includes overhead and merchandising expenses.

Before going any further, let us see how these compare with other industries.

Take the manufacturing of hats for instance.

There is a certain amount of material in a hat—so much felt, leather, band material, thread, etc. The hat manufacturer knows what it costs for the MATERIAL in a hat. We shall assume that the hat manufacturer over a period of years has been paying two dollars for the materials that go into a hat which retails at $8. Every other hat manufacturer in the business knows that the man who is selling an eight dollar hat pays about the same for his material.

NO GUESS WORK HERE

The same thing with labor. The hat manufacturer may spend two dollars and a quarter for labor. Every hat manufacturer knows the labor cost for making a certain grade of hat.

The price for a certain grade of men's hats is $8. Wouldn't you think it rather strange to have a hat offered to you at $15 when to all appearances it looked just like the $8 style? You would wonder what made that hat so much more expensive. Certainly the felt or the ribbon around it isn't worth all the difference and it certainly doesn't take a great deal more time to make the hat. But, if that dealer would tell you that although that hat is priced at $15, he would sell it to you for $10, then you would immediately assume that the hat wasn't worth more than ten dollars anyway.

The mason contractor knows that bricks cost so many dollars a thousand for a certain kind of brick. Face brick costs more than common brick, etc. The bricklayer gets so much for laying a certain number of bricks of a certain kind.

His cost of material plus his labor cost plus his cost of doing business, which includes a profit on the turnover, represents his charge, and all mason contractors figure on the same basis.

In the life insurance business we find the same analogy can be applied. The insurance people have maintained records over many years, so that they know exactly what the expectancy of life is for those they insure. The experience table is used by all companies as a basis for calculating their premiums. For instance, they know that a male adult insured at the age of twenty-five ought to live so many years. At forty-two the expectancy of life is much less and the premium is much higher.

COMPARED WITH LIFE INSURANCE

The premiums are definitely calculated upon this basis and all insurance companies follow practically the same figures which have stood for years.

Besides this a certain amount of each premium is set aside every year for investment at a conservative rate of interest to mature the face of the policies which have been written. The only variable is the cost of doing business and which is comparable to the overhead and selling expense of the truck manufacturer.

The point we want to bring out here is that the insurance companies by example hide nothing. Every insurance salesman knows the rates of his competitors and every policy holder who wishes to, the rates of other companies. The life expectancy tables are made public. There is little variation in the amount of the premium asked by one company compared to another. In other words, if you are in the market for insurance you will find that the amount that you will have to pay for a certain kind of life insurance will vary so little between different companies, that you will immediately see that the insurance companies do not put on fictitious values nor are they in a position to cut the premium rate.

TELL THE WORLD ABOUT IT

How much business would any insurance company do that attempted to charge about twice the premium? In other words supposing the policy you contemplated ran about $60 per year per thousand, and some company came along and tried to sell you the same kind of policy and asked $100 per year per thousand for it. You would want to know immediately why the big difference in price.

Is there any reason why the truck industry should operate differently from any other well established and soundly conducted industry?

Sell your truck at its advertised list price and then prove to the customer why YOUR TRUCK MUST BRING IT'S PRICE.

Figure out the cost of replacement parts for him. Show him why the first cost is not as important as the upkeep.

Justify the parts and material that are built into that truck.

Otherwise, how can the dealer justify the prices of the parts that are quoted in the parts catalog? Will not the cut-price truck buyer expect parts for that truck at cut prices also?

When the truck purchaser becomes educated to the fact that there are standard values in parts, then price juggling will disappear because the owner will not purchase a truck which does not conform to a definite standard of value.

THE STANDARD OF VALUE

He will know that the parts entering into the construction of the truck should approximate a certain figure, that labor costs are about so and so, and that the remainder, is the overhead, sales expense, profit, etc.

He will know that cutting can not be done by cheapening the cost of the parts, that the labor cannot be reduced, but that any reduction must therefore be derived from the third factor, namely, overhead, sales expense, etc. The concern that attempts to put on a ficticious price will therefore only be kidding itself as the owner will know values. The owner will know that the parts which go into the completed vehicle should cost equal with those which he buys for replacement, and that a variation of price represents a legitimate handling charge.

On the other hand if the truck buyer purchases the complete vehicle on a cut-price basis—is he not entitled to expect the replacement parts on a cut price also?

The right priced truck justifies the right priced "part" and vice-versa.

IS THIS A HELP?

Commerical Car Journal
Chestnut and 56th Sts.
Philadelphia, Pa.

Attention—Specification Department

Gentlemen:

We have just checked over our Motor Truck Specifications as they appear in the ..... issue of the Commercial Car Journal.

We find the specifications and classifications correct, but ask that our prices be eliminated from future issues.

* * *

Mr. Dealer:

If you fail to find the prices of your trucks listed in the Specification Tables of Commercial Car Journal, it is because the manufacturer has requested us to eliminate them.

The above letter is typical of the ones received. As publishers we must honor these requests otherwise we may be sued for libel. Neither do we care to print prices obtained from any other source except direct from the manufacturer.

The price question is one of paramount importance to you. No dealer can successfully sell trucks on which there is no advertised or published price.

We respectfully call your attention to the leading article which appeared in the October issue of the Commercial Car Journal, namely, "The Difference Between Bunk and Bank is U." This is the first of a series on this important subject of "Price." The second article appears herewith. More will follow.

More CONTACT *Means* More SALES

This is How One Dealer Does It. An Average Sale of Thirty Light Trucks a Month is His Compensation

By D. G. BAIRD

THAT the old axiom, "the more calls you make the more trucks you sell," is true is admirably illustrated by the experience of Thomas J. Doyle, Dodge-Graham distributor in Detroit, who has found that working this system enables him to dispose of an average of more than 30 motor vehicles a month the year round.

Many dealers think it best to separate their passenger car and commercial car organizations and maintain a corps of commercial car specialists. Doyle formerly thought this plan best also, and even now he would like to segregate his commercial car business, but his present system gives him more contacts, and contacts mean sales.

Supervise Commercial Business

Briefly, Doyle's system is to employ a manager to supervise commercial business, keep in touch with fleet owners, and help the salesmen close. This is as far as the segregation goes. The unit sales organization is retained. Salesmen sell both passenger and commercial cars. They are aided by a group of student salesmen, constantly engaged in locating prospects by canvassing places of business.

"We seriously considered employing exclusive commercial car salesmen and requiring the passenger car men to confine themselves to their particular field," W. M. Zerby, commercial car manager, explains, "but found it impractical to do so. This is an old organization and many of our passenger car salesmen have a commercial car following that it would hardly be fair to take away from them, while others who have specialized to a certain extent on commercial cars also have a passenger car following of which they are jealous. The result was that we had to be content with letting all salesmen sell both passenger and commercial cars, while I devote all my time to helping them out on their commercial car deals.

"Now we are rather glad we didn't make the division, for after all, the more contacts we make the more cars we sell, and this plan gives us many more contacts than we could make with a group of exclusive commercial car salesmen. We have nearly 70 salesmen, including those connected with our several branches here in the city, and if each of these 70 men makes only a very few commercial calls a day, they all together will make several times as many such calls as a separate group of six or eight commercial car salesmen could make.

"One of our passenger car salesmen bumped into three commercial car prospects in one day last week and sold all three that day and the day following. That was largely a matter of luck or chance, but the fact remains that if he hadn't been making commercial calls, he wouldn't have found these three prospects who were just waiting for some one to come in and sell them."

Student Salesmen Canvass

Doyle recently worked out a plan that is giving his regular salesmen sufficient "live" prospects to keep them hustling, and which is leading to an exceptional number of sales.

Through newspaper display advertising, a group of high calibre men experienced in selling other products were enrolled in an automobile school. A thorough course of training covering a period of about two months is given in this school. The men devote their entire time to the work and are paid a small salary during their course of preparation. Upon completion of the course they are expected to qualify as full-fledged salesmen.

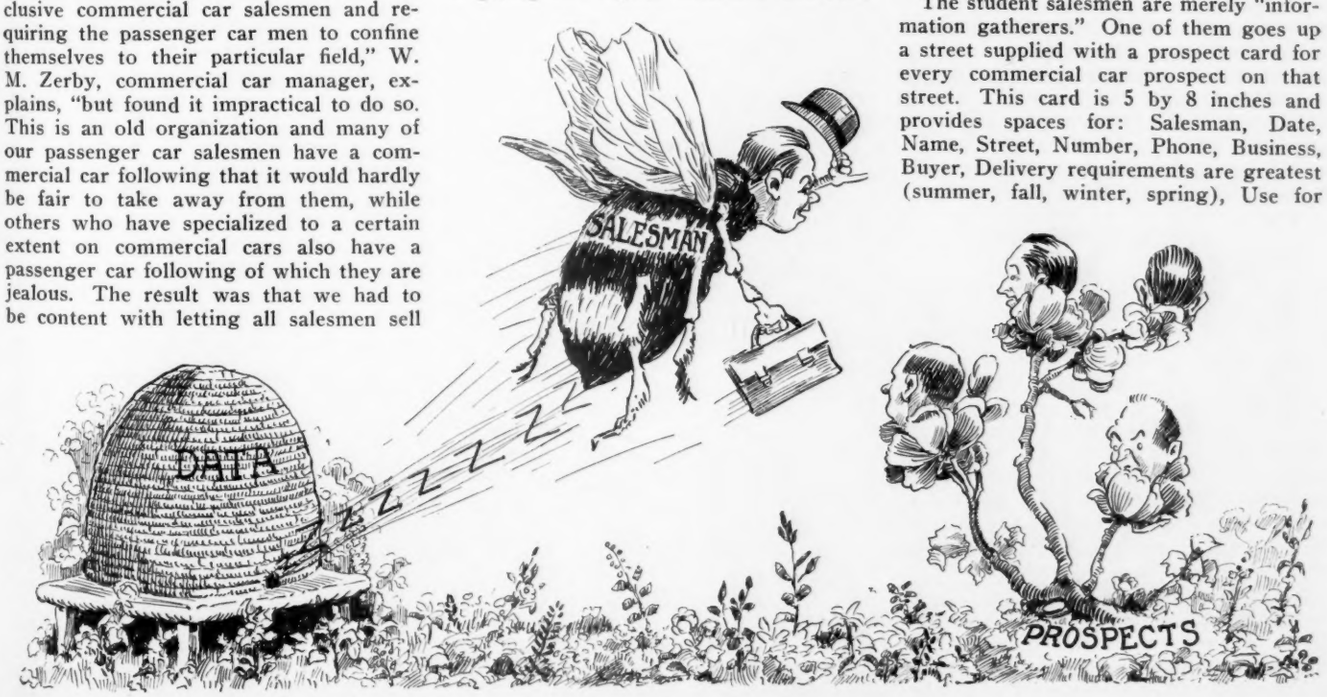
After completing about half their course of preparation, the student salesmen are given the task of canvassing commercial prospects from a specially prepared list.

Vocational Tabulation

This list is a vocational tabulation of practically all commercial car prospects in the city prepared at great effort by Mr. Zerby from the city and telephone directories. It gave accurate information of practically all commercial prospects in the city, grouped by vocations, and arranged in the most convenient order.

Despite part time limitations the students are discovering more prospects than one would suspect.

The student salesmen are merely "information gatherers." One of them goes up a street supplied with a prospect card for every commercial car prospect on that street. This card is 5 by 8 inches and provides spaces for: Salesman, Date, Name, Street, Number, Phone, Business, Buyer, Delivery requirements are greatest (summer, fall, winter, spring), Use for



The Busy Bee Gets the Honey

truck, Send literature to, Render own service? If so give street address of garage, Name of foreman, When will prospect buy next truck, Call again, and Trucks owned competitive in capacity, the latter being classified by name, number, capacity, age, and body type.

Finding Prospects

When the student salesman receives the cards, all the information they bear is the name, street, number, and business of the prospects; it is his task to find the prospects listed and fill in the other information on the cards. He is representing Thomas J. Doyle, Dodge-Graham distributor in this city, but he is not selling; he is merely gathering information. If the prospect shows a tendency to cut him off and doesn't want to talk about trucks, the student salesman courteously explains that he is not there for the purpose of undertaking to sell him a truck, but that he must secure certain information for statistical purposes. If, on the other hand, the prospect manifests interest, the student salesman is prepared to suggest that a regular salesman call on him and give him any information he may desire about Dodge commercial jobs or Graham trucks. At the same time, the student salesman is on the alert to pick up passenger car prospects and it is said that more of these are secured through calling on commercial car prospects than through canvassing residence districts.

"The important feature of this is," as Mr. Zerby explains, "that in calling on these commercial car prospects we are at the same time calling on passenger car prospects, for the same man who is a prospect for a truck is a prospect for a passenger car, and we are going right to the men instead of to the women, as is the case when we canvass residence districts. Not only so, but we frequently pick up prospects among customers of the prospect on whom we call. A customer in a store hears the student salesman's talk, for example, and speaks up with the remark that he has been thinking of buying a new car or trading in the one he has. Fine! The student lists him as a passenger car prospect and asks when it will be convenient to have one of our regular salesmen call on him.

The Student and a Prospect

"When a student discovers a live prospect, he makes an appointment for one of the regular salesmen to call at a certain time. He then calls back in company with the salesman, whom he introduces to the prospect. This, we think, is better than merely sending the salesman alone and having him introduce himself and break the ice all alone, and it makes a better impression. The salesman is prepared to furnish any desired information concerning our commercial jobs and Graham trucks, and I am prepared to help him close, if he needs me."

From this should not be assumed that the Doyle organization is merely skimming the territory and taking such commercial car business as comes easy. Practically all Doyle salesmen are thoroughly experienced and are prepared to sell commercial cars intelligently, while Mr. Zerby and other executives are specialists who are prepared to handle exceptional sales problems.

A good case in point is that of the Grennan Cake Corporation, which was converted from wagons and light trucks to Dodge commercial cars. Grennan's has one of the largest exclusive cake bakeries in the country and uses many delivery conveyances in principal cities. It was an account well worth working for, but the Grennan industrial engineer, who was given the final word in the matter, was a man who "had to be shown." Theoretical figures and statements didn't interest him in the least.

Proves by Performance

When all other means had failed, Doyle picked out one of his salesmen who formerly had been in the bakery business, had a 72-inch Dodge panel job fixed up, and asked permission to have this salesman and this car put on a regular Grennan route for a week. Permission was granted and the demonstration was undertaken, with an extra man going along to keep a record of everything of importance concerning the operation of the car. The demonstrator started out at a certain time in the morning with a certain load, took a certain number of minutes to make the trip to the first stop on the route, took so many minutes to deliver the order there, so many minutes to the next stop, and so on. Other statistics on gas and oil consumption were of course kept also.

Actual Figures Convince

By the end of the week, Doyle was prepared to present a mass of authoritative figures that proved beyond the shadow of a doubt that his cars were so much more economical and so much more convenient and speedy, particularly on the "getaway," that Grennan's was convinced that they would pay for themselves in a short time. The result was that this corporation began to standardize its equipment, using Dodge 96-inch panel jobs, and now employs several hundred such jobs in Chicago, Cleveland, Minneapolis, Pittsburgh, Memphis, and Detroit and is buying others at frequent intervals. As the headquarters of the Grennan Corporation are in Detroit and Doyle has the account, he of course gets all this business.

Same Method Repeated

The Ward Baking Company is another big account that was secured in much the same way and now compares quite frequently with Grennan's in the number of Dodge commercial jobs it uses.

In still another deal that is just now going through, a similar test convinced the prospect that he could save approximately 10c a mile over his present delivery costs by using the lighter equipment. As this prospect employs a large number of cars, it is estimated that he will save $250 a month by standardizing on the equipment which Doyle recommends—and sells.

A Good Job of Selling Induced the Grennan Cake Corporation to Adopt This 90-in. Panel Dodge Job as Standard Equipment. 300 of These Light Trucks Are Now Being Used by This Organization

Light Truck and Trailer Economy

Similar tests have been made with Graham trucks and trailers and in many cases big accounts have been secured by convincing the management that using trailers with these light jobs would effect a very large saving. Mr. Zerby insists that the light truck and trailer not only are the most economical and convenient, but are the most efficient as well and he believes that the trailer is going to be used much more extensively in the future than at present.

Doyle operates five or six branch salesrooms, in addition to his main branch in Detroit, and maintains one of the largest and best-equipped service stations in the city. Commercial cars are given the same service as passenger cars and this phase of the business is also being stimulated by the student salesmen referred to above, as they gather information on service, as well as on equipment and future intentions of prospects.

"Reo Bill"

A Non De Plume With a Cash Value

Prefers Salesmen With Determination and Spirit. Salesmen Must Close Their Own Contracts

By C. P. SHATTUCK

As you enter the office of the Ossining Motors Corp., Ossining, N. Y., you will receive a hearty welcome from Wm. B. Burdick, the president. He handles the sales and service end of the organization and is known to everyone for miles around as "Reo Bill." For ten years he has been representing the Reo line in this territory. He is also a deputy sheriff. These facts are mentioned because they have a bearing upon merchandising and servicing the Reo line of trucks.

Not a Buck Passer

"Reo Bill" has a personality. He fairly radiates pep. He is boiling over with energy and because he is forceful, expects action from his employees. He is one of the few truck dealers who is not a buck passer; that is to say, he does not think the factory should give big discounts, that his competitors are crooks, that the prospects are hard boiled, service is rotten, etc. This in itself is a novelty, for many dealers pin the ribbon on everyone but themselves.

Mr. Burdick was asked how he handled his men. In reply, he pointed to a notice on the bulletin board. Omitting the first paragraph or two it reads as follows: "from this date on no commission will be paid to any salesman who does not **PERSONALLY GET THE SIGNED ORDER** and the **DEPOSIT**. In other words, the credit on all sales shall be given to the man bringing in the signed order."

"Reo Bill"

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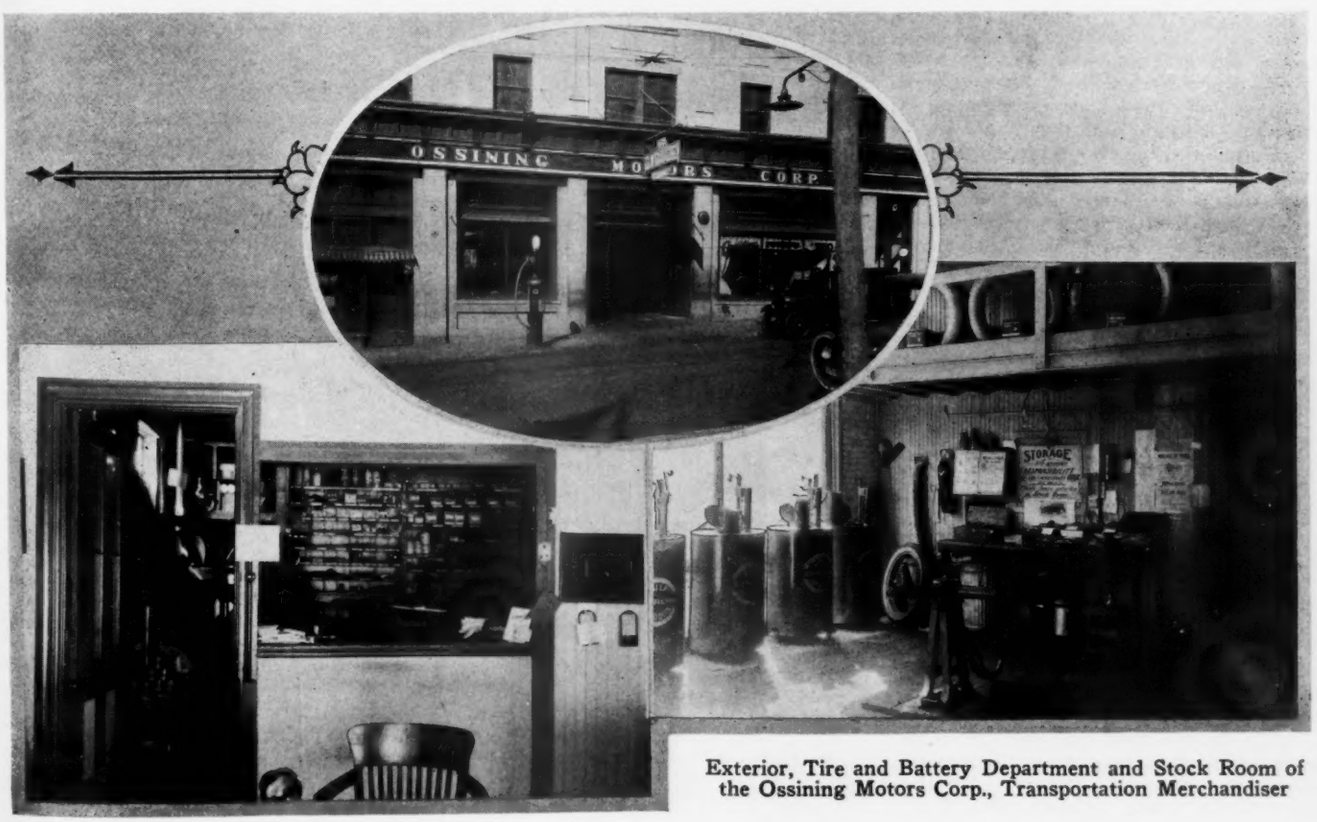
"The man who brings home the bacon gets the credit and the money," said Mr. Burdick in explanation. "It means that a salesman cannot dig out a prospect and because he lacks ability to close him, get some other salesman to help him and then expect to receive the money. Results are what count in any business."

In discussing salesmen, Mr. Burdick contends that the greatest fault with many truck salesmen is that they are on the defensive from the time they make contact with the prospect.

Some Salesmen Haven't Enthusiasm

The prospect is an ordinary individual and has no respect for any salesman who starts in on the defensive. He ought to carry the fight to the other fellow. The salesman ought to see that when he goes to a business man with a business proposition, to show him how a truck will increase his business and reduce his transportation costs, that salesman is conferring a favor on the business man and not the other way around. This defensive attitude of salesmen is wrong. He starts under a handicap and generally loses.



Exterior, Tire and Battery Department and Stock Room of the Ossining Motors Corp., Transportation Merchandiser

"All men are born equal and the salesman is entitled to as much consideration and courtesy from the prospect as the prospect would expect under similar circumstances. And the salesman will get this respect if he starts on the basis of equality." Mr. Burdick believes that persistency is essential to success. Persistency will win over the type of prospect who refuses to even acknowledge that you are around when calling on him and the type who puts the truck salesman on a par with the peddler.

Handling Some Types of Prospects

He told his experiences with one prospect to illustrate how others of his kind should be handled. All of the salesmen had called on this man who practically refused to acknowledge the presence of the men. The method is an old one, that of merely ignoring the caller who, finally, would take his departure. So. Mr. Burdick went after this man.

"I called on this man and said, 'Morning, Mr.———' and extended my hand. He didn't even glance at me. Now I believe that a man who will not shake hands shows rank discourtesy. This man would not even respond to any remark I made. He ignored me. But I just stuck. I followed him around his place of business for four hours. It wore him down and finally he admitted I was around. The next time I called he would shake hands and very shortly after I got his name on the dotted line. Later on it developed that he had been pestered with all types of truck salesmen and that they did not appeal to him because they would let him freeze them out. He liked a man to carry the going to him. That man and myself are good friends today and he is a great booster for Reo trucks.

"There are many like this man who freeze up. They like the salesman who carries the fight to them. Besides, after it is all over a contact results that endures. Truck salesmen to be successful must not only be persistant but they must know themselves, the line they represent, and be able to size up the prospect. Some prospects like to be treated rough. Others must be handled just the opposite. Therefore, the salesman must use diplomacy."

Mr. Burdick also stated that the average salesman sells by photograph and catalog and fails to get over the big thought, economical and profitable transportation. "Reo Bill" is sold on the idea that a salesman should know every nut and bolt in the chassis and know the principles of the units, not from a technical but from a practical standpoint.

Why Service Creates Business

The success made by the Ossining Motors Corp. is credited to the principle of first establishing the right contact and then maintaining it. This brings in the service angle and "Reo Bill" is for service, first last and always. He tells the story of how a simple road incident sold not only a Reo truck but also a passenger car handled by them.

While on the road one day he came across a passenger car that was in serious trouble and required a tow-in. On the way to the service station "Reo Bill" overtook a Reo, a new one, hitting on three cylinders, due to a defective plug. He stopped the truck and inquired why the three instead of four. The owner was driving and admitted he did not know why, so a new plug was installed. Then the truck was borrowed to tow in the passenger car. This led to sales of both a car and truck because the owners were pleased in having the boss stop on the road and render them service instead of sending a mechanic.

The service policy is to start the truck right and keep it right. Every truck is gone over very carefully before delivery and is delivered right. The owner is then sold on having the truck brought in to the service station at certain periods for three months. Every 500 miles is the basis for the lubrication service, for Burdick knows that lack of lubrication breeds more grief than anything else. Those who fail to send in their trucks are followed up. The trucks are gone over carefully and minor adjustments are made. Any necessary repairs are noted on the inspection report and the owner is at once sold on having the job done. Brakes are given very careful attention at all times.

The inspection service is free. Mr. Burdick contends that it is an advertising and sales expense, that if the truck is kept right it will sell itself to the owner, and the owner will sell others. Furthermore, it is desired to maintain the contact with the owners and not forget them after the sale, for no one can determine **without contact with an owner when he can use another truck.**

"Sell the truck right and keep the owner sold" is the keynote of the service plan. Burdick knows every nut and bolt in his cars and trucks and he knows when a job is right. His policy with the employees is one of building loyalty and co-operation in making the company successful. The flat-rate system is used on a number of operations and is being increased gradually.

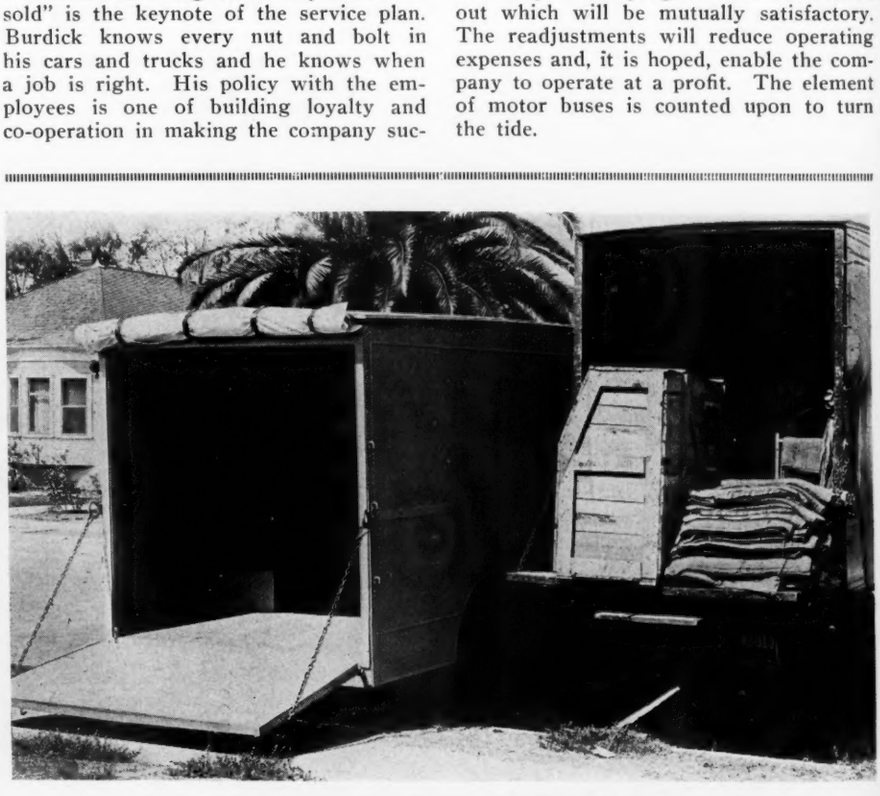
W. B. Burdick is president of the company. S. H. Johnson is vice-president and treasurer. "Reo Bill" admits he knows nothing of bookkeeping, etc., and prefers to devote his energy to sales and service. He is just as energetic in play as in work, but he never mixes the two. If you are ever in the vicinity of Ossining, Mr. Dealer, run in and get acquainted with "Reo Bill"; your visit will be more than worth while.

The Bus Again a Profitable Substitute

Galesburg, Illinois, is the latest to report unprofitable trolley cars and that steps were being considered to reduce operating expenses and supplement motor bus service where they can be utilized to an advantage. For the past three months the receipts have not been equal to expenses.

The Illinois Power and Light Corp., which owns the street railway in Galesburg as well as in many other cities of central Illinois, is finding conditions similar at many points. The substitution of motor buses for the interurban line between Galesburg and Knoxville proved a timely move. Abingdon, another city on the circuit of the company and which is also showing unprofitable operation, may also secure motor buses.

Supt. R. F. Carley has submitted some suggestions to the city council of each city and a program will be worked out which will be mutually satisfactory. The readjustments will reduce operating expenses and, it is hoped, enable the company to operate at a profit. The element of motor buses is counted upon to turn the tide.



New Low, Drop-Frame Moreland Chassis

The Moreland Motor Truck Co., of California, recently brought out this new model. It provides the speed necessary for rapid delivery. The low construction permits ease in loading and unloading. The low center of gravity also assures safety in turning corners. Special flexible springs are stated to furnish increased riding comfort

In Laying Out the Flat-Rate System

Better to Rate Higher Than Lower

Adjustments by Reduction Are Easier. In Arriving at the Price to the Truck Owner First Know Shop Costs Then Add a Reasonable Profit

By C. P. SHATTUCK*

VARYING labor costs per hour, also overhead per hour per mechanic at different wages, were given in the preceding article. With the actual definite cost per hour known, we will next consider the application of these costs to any given service operation, minor and major. Our objective in laying out a few or many flat-rate operations is to find out WHAT THE COST WILL BE TO THE SHOP. To this we must add a reasonable profit and the sum total will be the cost to the truck owner.

No one who has had experience with the flat rate would advise any shop to attempt to introduce a large number of operations at a time, because it is quite easy to make errors in arriving at the price to the owner. It is well known that the truck owner welcomes any reduction in his repair expense, but try and boost the rates and the shop has a first-class argument on its hands. If the rate on any operation has to be raised after its announcement the expansion of the flat-rate system in that shop will be seriously hindered. After the system is functioning smoothly it will generally be found that the rate can be reduced without any decrease in the net profit.

Limit to Frequent Operations

It is best to plan a limited number of operations of a class occurring more frequently, as, for example: the removing of carbon, grinding valves, adjusting main or rod bearings, adjusting brakes and relining brakes, etc. The costs of these operations in detail can be easily computed from the standard time card provided the time is accurately kept by a time clocks or other reliable method. Of course, each mechanic must have a number or name on the card and the operations must be performed by the mechanics, not the helpers. If a helper is employed to assist the mechanic his time must also be noted on the card.

If there are no "specialists" in the shop, then the time must be kept of all the men who work on the same kind of a job because the average of all these men for a given number of jobs forms the basis for starting the flat-rate system.

Now, how many jobs of the same kind should be run through the shop to obtain a fairly accurate average? Obviously, the number will vary with the shop, but certainly on carbon and valve operations there should be a sufficient number to secure "times" on the worst valve jobs, or those which will take the maximum time. The same rule should be applied to other operations.

Avoid Misunderstandings

It is not good policy to advise the men that a time study is being made, for in the average shop the results will be effected by the attitude of the men. After the average is struck it is best to make a study of the methods and tools employed and where possible and practical to make up a list of the tools to be used, the material needed and the steps of the work. In other words, standardization is suggested because if the helper is to graduate to a mechanic he should be trained right.

Five Actual Operations

Five flat-rate operations are tabulated herewith and are actual time studies on two makes of light trucks. It is not necessary to go into an explanation except to point out that the sum total cost of each operation is based on the cost of the wage per hour to the mechanic

Operation No. 1
REMOVE CARBON, GRIND VALVES

	Hours	Min.	48-Hour Week	36-Hour Week
Remove and replace parts	2	30	$3.37	$3.93
Grind valves	1	30	2.02	2.19
Remove carbon	0	30	.67	.77
Total Time	4	30	$6.06	$6.99

Operation No. 2
REMOVE CARBON

	Hours	Min.	48-Hour Week	36-Hour Week
Remove and replace cylinder head, etc.	1	0	$1.35	$1.53
Remove carbon	0	30	.67	.77
Total Time	1	30	$2.02	$2.30

Operation No. 3
ADJUST MAIN BEARINGS

	Hours	Min.	48-Hour Week	36-Hour Week
Remove and replace pan	5	0	$6.75	$7.65
Adjust bearings	5	0	6.75	7.65
Total Time	10	0	$13.50	$15.30

Operation No. 4
RELINE INNER AND OUTER BRAKES

	Hours	Min.	48-Hour Week	36-Hour Week
Reline and adjust inner and outer	8	0	$10.80	$12.24

Operation No. 5
RELINE BRAKEBAND

	Hours	Min.	48-Hour Week	36-Hour Week
Remove and install outer band	1	15	$1.69	$1.92
Reline band	1	0	1.35	1.53
Total Time	2	15	$2.15	$3.45

Note: All the operations listed above are for a two-man shop paying mechanics $25 per week.

*This is the fifth of a series of articles on service by Mr. Shattuck dealing with the flat-rate and systems. The sixth article on piece-work will appear in an early issue.

and the cost per hour for overhead, based on a 48 and 36-hour productive week. Note that the cost of the 36-hour week operation is quite in excess of that of the 48-hour week. Attention is also directed to the fact that the tables show steps in a given operation that can be applied to other operations not listed in the tables. In other words, any step in the disassembly and repair of a component of a unit that will be used for servicing another component of the same unit is a duplication insofar as the time is concerned for that step. So many of the steps in various major operations are automatically timed and can be used without making a special time study.

In laying out a few or more operations a start may be made with the operations given in the table. It has been found more practical to divide the units of the chassis into groups. For example: engine, clutch, transmission, front axle, rear axle, steering gear, chassis (springs, brackets, engine arms, etc), carburetor, ignition, starting and lighting, lubrication, body, etc.

Arranging Operations

The entire service on an engine may require a list of 25 major operations and these are numbered Engine Operation No. 1, 2, 3, etc. The minor steps of each of these may be few or many. There may be as many as 24. Letters may be used for these. Wherever in any of the major or numbered operations there occurs a detailed step in another major operation, then that letter and major number is included. In other words, it is not essential to list the duplications. It is only essential to know that a given step for a certain major operation on the engine requires step A of another major operation.

To make this more clear let it be assumed that in either the replacing of a valve requires the removal of the cylinder head. In operation No. 1 this is listed as minor operation D, therefore if the head must be removed for any work in operation No. 10 we have No. 1 D taking 30 minutes.

It must be quite obvious that with the "times" of any step known it is easy enough to figure out the total time of all the steps or work. As we know the costs all that is now necessary is to add the per cent for profit. Of course, any material and parts used must be added to the price to the customer. It is suggested that parts be listed separately and any material be used be listed on the form or slip. For example, some shops make it a rule to use a new cylinder head gasket, so this is included in the material charge, but many shops do not itemize the material, lumping it with the labor charge. Waste, cotter pins, lock washers, etc., are listed in many shops for flat-rate operations. Getting paid for these plug leaks. But they are not listed for the customer to argue over.

One of the smaller shops following these articles wrote the writer and asked if it was advisable to include the clutch service in the flat-rate system.

This shop has started a few operations and a customer came in with clutch trouble and thought he could get a fixed price on the job. The shop owner writes, "How could I quote this man a price until I took the clutch down to see what was wrong with it?" It appears that adjustment failed to cure the trouble. This brjngs up the weak point of the flat-rate which is, that unless the shop has a man who can properly and accurately diagnose the trouble it will not get very far with the system, generally speaking.

It stands to reason that the shop must know what is wrong and what will be necessary to cure the trouble before telling the owner what the cost will be. Trouble will only result if the diagnosis is made for a bearing trouble and the fault is elsewhere and more costly. To admit to the owner that you are a bad guesser will destroy his confidence in your shop and every bill presented thereafter will be subject to argument. The diagnosis must be correct. If in doubt then a fixed charge must be made to disassemble the unit to find the real trouble, and then a price made for correcting it. There are some troubles with certain units where this will be the rule. The owner is told it will cost so much to get to the trouble and, if he does not wish the work done, so much to reassemble the parts.

Getting back to the clutch trouble. It developed that the plates were burned and that new ones were required. Now, certain steps were necessary to remove the clutch and disassemble it, taking it for granted, of course, that the trouble could not be found otherwise. There is no reason why the time required to remove the clutch from the flywheel and transmission, take it down, etc., should not be known on the flat-rate plan. If new plates were needed the time for replacing these should be known, as well as the time for reassembling and adjusting.

While the number of truck manufacturers who have gotten out flat-rate books on their product is limited, more will do so. These times should not be adopted by the average shop because of many factors. The books are of value, however, because the steps of the work are listed and the times serve as a working basis which, plus the actual average time of the service station mechanics, will provide the ground work for the flat-rate records.

Add Margin of Safety

In making up the time and cost rate it is advisable to add a reasonable margin as a factor of safety. Later on when the system begins to function smoothly the rate can be reduced without any loss in the net profit, but after adopting any operation the "times" of following operations must be checked periodically.

If this is not done how will it be known whether the mechanics are slowing up or not? A weak point of the flat-rate that may develop after it has been started is the possibility that the average cost may increase so much so that the net will be very small. The piece-work system is a cure for this. It is the successor of the flat-rate system and its methods will be outlined in a forthcoming article.

Stromberg Motor Devices Company Opens New City Sales and Service Station

The Stromberg Motor Devices Company has acquired the property at the northeast corner of 25th St. and Wabash Ave. in Chicago,

and it has been completely remodeled to accommodate the new City Sales and Service departments. The old service station which was located on the ground floor of the factory building is being used for much needed factory space.

ARE YOU TREKING OR TRUCKING?

1924

1849

With veneration and respect do we look back to those pioneers who found their way out into the country where no roads were. Today our Highways are National—Trans-continental. Some of us have accepted the situation without comments, without contribution. Do we know what we have to be grateful for—are we "Treking" or "Trucking"?—Editor.

DO we realize the actual advantages that good roads produce and why they directly benefit the motor truck industry? Many of us believe that roads are being improved primarily for the benefit of the automobile owner, because of the prevalent impression that there are about ten times as many passenger cars on our highways as there are trucks. Actually this proportion is now about seven to one.

The point to be remembered is that the road building improvements in this country are not being carried out expressly for the accommodation of passenger cars but to transport the commerce of this country in short haul work. In other words, if the roads were being built expressly for the transportation of human beings from place to place, it is doubtful whether the amount of money which is being appropriated yearly for road improvements would have reached the proportions it has today.

Road building had its inception during the early days of the bicycle. The League of the American Wheelmen, which was organized about thirty-seven years ago spread a great deal of propaganda for good roads. Even in those days the road enthusiasts were criticised by the public on the grounds that the farmers were to pay for the building of the roads which were of particular benefit to the city folks. Foreign roads at that time were set up as an example of how lax America was in the matter of roads. Along came the automobile and with many road organizations already formed throughout the country, the host of boosters for good roads increased at a remarkable rate.

Thirteen years ago the government appropriated the munificent fund of $135,000 for road building, but remember in 1911 only 639,514 motor vehicles were registered. This year on July 1st, approximately 15,524,000 were registered.

The Object in Building Roads

Thirty years ago the problem was not that of building roads to withstand automobile traffic but to make it possible for the farmer for instance to use two horses instead of four when hauling his products to market. Today history is repeating itself. The problem is to keep roads in good condition and build them so that the farmer can go to market in less time and haul his products on the motor truck. If we review the early history of road building we will find that those who were anxious to have good roads in America, had the thought in mind to build roads from a commercial standpoint. Space prevents us from detailing this early history but we can not help but recognize this fact that road making was not considered a means of increasing comfort for the traveler but exclusively from an economy standpoint. The thought in the mind of those who visioned the great benefit which roads would produce for this country was entirely that of building up communities and making the life for the farmer more pleasant, thus increasing the comfort and happiness of the people and insuring the prosperity of the country. Today the dreams of these early pioneers in the road building business is bearing fruit.

Road building, however, did not start in real earnest until the State Aid Idea was put into effect. Although the first appropriation under the Federal-Aid Act was made on July 11, 1916, the idea of federal aid dates back to December, 1892, when slightly over $20,000 was paid by the United States for state aid by the Commissioner of Public Roads, which office was created at that time.

35,000 miles of Federal-Aid roads completed since 1917.

22,853 miles to be completed during 1925.

1,467 towns in this country of over 5,000 population will be connected by Federal-Aid roads in 1931.

$1,000,000,000 are expended annually on U. S. highways.

IS THE ROAD CONTRACTOR ON YOUR PROSPECT LIST?

The Federal-Aid System

Since July 11, 1916, 35,000 miles of roads have been completed under the Federal-Aid System. The total mileage which may be included under this act is 7 per cent of the total certified mileage in the country. In other words, there are 2,866,061 miles of roads in this country, 7 per cent of which or 200,624 may be included by law in the Federal-Aid Highway System.

A map which has been issued by the Bureau of Public Roads and which is reproduced on the pages following, shows just what the 7 per cent of the total mileage of the country looks like. Before proceeding, it must be realized that this system which is indicated on this map is not finished. All the roads indicated on this map have not been fully improved under the Federal-Aid plan but only 35,000 miles of the total 170,000 miles

(*Continued on page 22*)

WHAT DOES THIS GIGANTIC HIGH

This map shows the Federal-Aid Highway System which, when completed in 1931, on which highway transportation can be carried out uninterruptedly the year **(See chart on page 21.)** **Approximately 25,000**

WAY SYSTEM MEAN TO YOU?

will include approximately 200,000 miles of hard-surfaced and improved roads, 'round. 35,000 miles of this system were completed as of September 30, 1924. miles more will be finished by June, 1925

Good Roads Show Draws Record-Breaking Crowds

Over 250 Exhibitors Were Squeezed Into the Biggest Show Ever Held by the American Road Builders' Association. Chicago Again Selected for Next Year's Event

THE Fifteenth National Road Show has gone down into history as the best and most successful so far held by this association. Over 15,000 contractors, highway officials, engineers and others directly engaged in the building of highways saw this show, in which every available inch of space was taken.

At last year's show the total registration was about 6000. This figure was exceeded this year in less than twenty-four hours after the show opened. Never before were so many attracted to the Good Roads Show. The Coliseum was jammed every day, in fact it was a job to get around the exhibits at any time. Credit is due to those who were responsible for putting on this show, because despite the huge registration everything seemed to go along in an orderly fashion.

To get an idea of the interest manifested in this show one had only to visit the registration desks of some of the hotels. Every one was filled and accommodations were at a premium. A resolution was passed on the third day of the convention "that the 1925 Convention and Road Show be held in Chicago, provided that satisfactory hotel accommodations are obtainable and that suitable quarters for the show can be secured."

Forty-four hours before the Road Show opened a six-day bicycle race was nearing the finish in the Coliseum. A huge saucer-shaped track filled the Coliseum clear up to the lower edge of the balcony. Before the race crowd was well out of the building, gangs of men attacked the track and in less than five hours the building was clear, ready for the road machinery. Forty hours later 2700 tons of machinery had been moved in, placed and erected. The first big unit to be moved in was a 41-ton crane, one piece of which weighed 27 tons. Most of the big machinery had to be erected after it was placed inside the building. A large number of machines had to be hoisted to the balcony 40 feet above the floor. To make a long story short, over 200 railway car loads of machinery was placed in the building between 9 a. m. Sunday morning and 8 p. m. Monday evening.

Despite the fact that more exhibits were crowded into the buildings than at any previous show and considering the short time during which the machinery had to move in, the show presented a very orderly and well dressed appearance. Contrary to what might be expected at a show of this character the exhibits were exceptionally colorful, the bright reds, yellows, greens and whites doing much to relieve the monotony which is usually found when battleship gray is the predominating color.

From a business point of view the show was an overwhelming success. No other show in the country attracts a crowd that is so vitally interested directly in the exhibits. The amount of business that was actually closed can only be estimated but there wasn't an exhibitor in the place who did not feel that the show was highly successful and well worth the expense attached to it.

The automotive industry was well represented. Motor trucks, tractors, trailers, hoist, gasoline engines, etc., were in evidence at every turn. One impression which the automotive man got after visiting this show was that the road building machinery of this country is practically 100 per cent motorized. Furthermore, the manufacturers of road machinery realize that only the best type of equipment is the most satisfactory in the long run and that the contractor is willing to pay for that which will give the utmost satisfaction. Machinery that is continually breaking down does not interest him at all, regardless of the first cost.

Many automotive manufacturers have no conception of the business possibilities which the road building business offers. One automotive engine manufacturer at the show mentioned to the writer, that he never dreamed that there were so many gasoline engines used in road building machinery. He became so enthusiastic over the character of the show that he wired his factory for more men to handle the exhibit and to make a thorough canvass of the show.

The accompanying illustrations give one an idea of the immensity of this annual event. It affords an opportunity for business which the live automotive organization cannot afford to miss.

What the Road Show Means to Industry

The Chicago Road Show has become one of the great industrial buying fairs of the world. No one can even estimate the amount of actual sales of equipment and materials that will be made here this week.

It is known that the totals will be far beyond what would be considered even probable by most people in the industry. In addition, several times as many orders are determined here during the show, although they may not be pledged for weeks or even for months.

Producers and consumers have come to realize that each successive Road Show indicates more than the previous one what the buying tendency will be for the year.

The Chicago Road Show rapidly is coming to mean to the highway industry what the two great national motor shows mean to the automotive industry.

—From "The Highwayman."

Copy from Commercial Car Journal, February 15th 1924 issue
about the 16th Annual Convention and Road Show — Chicago — Jan 5-9 1925
for full information address the 2nd Annual

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

STATUS OF FEDERAL AID HIGHWAY CONSTRUCTION

AS OF

SEPT. 30,1924

STATES	FISCAL YEARS 1917-1924			FISCAL YEAR 1925									BALANCE OF FEDERAL AID FUND AVAILABLE FOR NEW PROJECTS	STATES
	PROJECTS COMPLETED PRIOR TO JULY 1, 1924			PROJECTS COMPLETED SINCE JUNE 30, 1924			*PROJECTS UNDER CONSTRUCTION			PROJECTS APPROVED FOR CONSTRUCTION				
	TOTAL COST	FEDERAL AID	MILES	TOTAL COST	FEDERAL AID	MILES	ESTIMATED COST	FEDERAL AID ALLOTTED	MILES	ESTIMATED COST	FEDERAL AID ALLOTTED	MILES		
Alabama	$ 4,598,721.63	$ 2,186,247.54	464.1	$ 575,007.24	$ 284,651.86	86.1	$ 15,530,308.90	$ 7,534,554.61	836.6	$ 79,416.15	$ 39,708.07	0.6	$ 1,207,800.92	Alabama
Arizona	8,338,365.41	4,287,683.88	527.8	713,173.87	406,825.70	37.5	1,600,010.00	968,451.46	127.3	222,983.72	136,265.33	32.7	1,696,474.63	Arizona
Arkansas	11,094,751.31	4,424,345.63	944.4	122,739.41	50,850.57	4.9	7,923,828.33	2,920,437.11	394.2	544,200.78	239,497.48	49.2	1,427,269.21	Arkansas
California	12,993,075.03	5,647,148.17	533.7	2,715,077.91	1,473,319.61	90.2	12,759,091.73	6,642,729.58	439.3	435,211.04	256,774.51	1.3	3,073,334.13	California
Colorado	8,108,070.31	4,029,898.97	602.6	323,679.33	174,547.77	28.9	5,582,952.15	3,015,081.10	193.8	35,740.10	20,057.34	2.9	2,320,295.82	Colorado
Connecticut	3,062,872.02	1,269,558.60	73.6	199,024.56	98,423.00	4.9	3,262,054.48	1,045,804.04	54.1				967,409.36	Connecticut
Delaware	3,056,832.22	1,007,714.83	72.5	462,969.09	197,825.82	13.8	608,205.95	214,911.10	13.8	710,582.29	289,320.00	19.3	29,758.25	Delaware
Florida	961,134.07	461,470.92	48.8	441,141.73	220,570.86	12.8	9,225,920.22	4,498,526.04	248.7	398,642.71	171,123.94	10.3	935,195.24	Florida
Georgia	17,167,373.32	7,955,805.20	1214.2	534,460.21	265,330.76	46.2	9,828,434.90	4,879,632.73	757.1	1,784,431.08	843,312.03	108.9	505,816.28	Georgia
Idaho	8,181,697.92	4,092,395.52	506.8	197,306.67	113,420.29	18.7	1,644,869.99	949,544.65	118.4	809,078.31	533,904.13	60.8	988,447.41	Idaho
Illinois	26,964,706.06	12,279,546.33	804.7	663,460.35	327,523.92	20.6	16,436,813.06	8,167,813.86	558.5				2,661,807.89	Illinois
Indiana	7,577,444.16	3,655,540.97	225.7	1,182,752.58	581,613.80	41.2	15,951,610.62	7,770,338.46	517.5				2,304,899.37	Indiana
Iowa	23,195,778.19	9,237,031.86	1682.9	282,803.25	113,620.09	20.2	8,697,847.92	4,032,449.47	632.0	297,707.62	147,800.00	25.6	1,799,235.89	Iowa
Kansas	17,084,136.48	6,043,176.80	502.7	3,806,022.20	1,404,334.99	108.9	15,347,562.65	6,104,078.33	618.0	1,476,394.85	706,878.71	92.2	1,040,820.17	Kansas
Kentucky	10,822,980.31	4,613,947.28	429.4	596,589.15	241,290.72	23.2	8,917,340.25	4,119,294.28	338.4	680,318.04	307,493.91	33.5	1,089,707.81	Kentucky
Louisiana	8,488,463.18	3,636,143.36	661.2	738,057.99	358,026.14	51.5	5,254,523.47	2,602,920.59	338.3	271,338.99	135,669.49	9.1	532,682.42	Louisiana
Maine	6,911,058.78	3,299,935.38	230.7	260,943.30	129,792.71	10.0	1,613,995.65	802,565.56	62.3	235,761.31	93,583.78	8.7	764,094.57	Maine
Maryland	6,760,044.42	3,213,321.78	243.2	230,745.50	115,372.74	10.8	2,382,355.91	1,017,083.73	73.5	741,077.98	294,426.81	21.5	8,744.94	Maryland
Massachusetts	10,191,202.02	4,105,727.22	232.8	88,434.91	28,760.00	1.4	6,377,796.76	2,041,497.59	106.5	485,367.78	146,756.38	7.2	1,597,038.81	Massachusetts
Michigan	13,434,135.07	6,060,612.23	494.5				14,428,493.46	6,913,576.62	507.5				2,905,583.15	Michigan
Minnesota	24,037,561.24	9,885,843.07	2292.0	675,006.59	304,379.76	53.2	9,973,348.31	4,631,929.97	842.3	443,530.95	196,400.00	80.2	299,866.20	Minnesota
Mississippi	7,888,193.89	3,828,941.39	655.0	357,385.12	178,692.55	18.0	8,235,805.97	4,103,716.98	493.2	601,622.36	299,873.30	43.9	1,120,048.78	Mississippi
Missouri	11,352,027.70	5,245,893.18	803.5	592,423.54	235,591.85	49.2	18,273,683.60	8,752,448.06	766.2	3,797,210.31	1,775,686.46	196.3	1,870,562.45	Missouri
Montana	8,867,279.16	4,384,335.12	791.4	108,869.05	87,529.84	12.4	2,884,950.84	2,115,151.46	268.2	1,085,404.96	615,745.03	122.2	3,763,655.55	Montana
Nebraska	7,876,337.16	3,714,691.59	1440.4	200,802.81	100,401.40	22.6	7,694,728.23	3,751,494.73	788.4	1,026,632.63	514,316.26	120.0	3,370,042.02	Nebraska
Nevada	3,460,245.52	1,853,624.98	225.6	587,270.26	511,310.71	43.3	4,870,499.38	4,077,547.69	412.6	168,117.37	146,631.94	19.3	301,205.68	Nevada
New Hampshire	3,076,790.19	1,487,867.58	171.3	20,801.55	10,308.48	1.1	1,443,234.25	678,912.21	47.3	136,590.95	67,471.46	4.6	190,404.27	New Hampshire
New Jersey	7,623,795.12	2,661,531.49	148.7	298,751.09	111,360.00	5.6	9,724,981.71	2,795,603.75	73.4	796,997.14	205,677.49	10.6	815,074.27	New Jersey
New Mexico	5,306,286.45	2,758,849.68	714.3	381,468.92	231,065.57	51.3	6,620,900.78	4,348,083.59	656.8	389,438.39	239,504.59	27.7	1,011,828.57	New Mexico
New York	18,862,742.48	8,257,844.44	572.7	468,489.72	191,631.63	14.5	29,534,066.96	11,183,066.72	659.6	5,016,794.00	1,427,433.75	92.9	5,648,171.46	New York
North Carolina	12,567,732.97	5,676,757.66	884.7	241,113.23	112,077.78	12.5	11,200,653.19	4,208,856.02	316.5	1,719,594.43	807,790.46	39.9	1,488,769.08	North Carolina
North Dakota	9,068,973.11	4,418,505.42	1587.9	376,098.20	187,597.07	81.0	3,641,820.37	1,785,327.54	565.6	184,426.85	92,213.39	20.8	1,880,012.58	North Dakota
Ohio	33,122,751.43	11,879,917.99	362.5	1,205,099.59	468,814.13	30.3	13,210,878.97	5,014,387.60	364.1	2,187,800.71	741,115.00	68.8	2,035,929.28	Ohio
Oklahoma	12,386,865.26	5,888,852.03	497.3	1,187,137.45	572,302.34	52.8	8,234,521.73	3,959,190.42	364.5	2,269,348.24	998,272.23	99.3	1,118,085.98	Oklahoma
Oregon	12,082,873.17	5,819,093.79	655.6	513,232.52	303,539.04	48.5	3,347,304.72	1,980,045.65	181.6				403,480.52	Oregon
Pennsylvania	36,825,248.98	14,114,594.79	729.7	415,264.23	176,961.99	9.7	22,662,779.55	6,306,421.25	381.1	2,673,574.86	742,641.25	48.7	3,260,896.72	Pennsylvania
Rhode Island	1,774,397.25	779,227.96	46.0	157,932.08	62,600.00	3.1	1,243,889.16	439,306.80	25.2	380,178.15	92,700.00	6.2	560,208.24	Rhode Island
South Carolina	9,016,476.73	4,124,045.22	924.4	824,054.97	372,624.85	142.2	5,783,649.52	2,402,577.79	423.0	603,658.77	190,330.15	57.7	597,967.99	South Carolina
South Dakota	8,674,597.86	4,244,636.27	989.8	845,706.40	463,412.58	120.0	7,426,924.78	3,701,926.79	1000.0	366,912.37	183,456.16	56.4	135,248.20	South Dakota
Tennessee	6,805,663.35	3,313,936.07	259.6	1,261,420.91	630,710.45	37.5	14,018,675.13	6,393,573.37	450.3	1,782,093.23	809,835.64	88.6	876,581.47	Tennessee
Texas	42,341,998.56	16,190,624.91	3122.8	2,121,853.15	951,671.72	186.0	25,591,436.99	10,134,114.56	1562.0	3,111,221.73	1,212,001.07	175.4	3,235,800.74	Texas
Utah	3,304,423.75	1,895,805.92	219.0	719,086.79	390,456.24	91.2	3,658,519.93	2,411,856.29	212.9	1,211,778.50	839,681.79	78.1	578,672.76	Utah
Vermont	1,922,114.16	942,769.12	74.4				1,999,561.44	956,178.98	50.8	165,057.47	73,677.20	5.1	561,353.70	Vermont
Virginia	10,035,301.48	4,801,762.43	562.5	312,421.07	140,321.52	8.9	9,242,088.09	4,299,993.56	323.7	1,238,244.82	476,332.88	37.6	874,522.61	Virginia
Washington	11,384,615.67	5,290,895.45	457.0	89,400.58	42,436.47	11.2	3,720,136.20	1,697,300.00	146.0	594,429.73	283,000.00	20.0	573,046.08	Washington
West Virginia	5,489,747.35	2,365,041.53	255.6	898,083.14	402,583.56	24.7	4,428,254.78	1,998,238.67	155.6	528,260.11	232,245.33	18.6	756,022.91	West Virginia
Wisconsin	18,753,903.15	7,441,033.57	1325.3	604,737.13	291,645.40	31.1	4,363,817.49	2,181,492.74	184.6	219,299.22	66,905.70	7.0	3,697,373.59	Wisconsin
Wyoming	6,127,625.61	3,078,098.70	687.6	412,650.54	225,012.57	57.1	4,652,110.25	2,951,679.84	320.6	77,217.69	49,921.00	11.7	382,638.89	Wyoming
HAWAII													365,625.00	HAWAII
TOTALS	$ 549,655,391.27	$237,852,399.82	32452.9	$30,010,949.88	$ 14,393,140.24	1849.8	$411,055,258.70	$ 185,506,713.94	18971.9	$ 41,987,688.68	$ 17,743,436.44	2031.4	$ 69,629,309.56	TOTALS

* Includes projects reported completed (final vouchers not yet paid) totaling: Estimated cost $ 66,150,590.24 Federal aid $ 30,561,567.30 Miles 3,259.7

Are You Treking or Trucking?

(*Continued from page 17*)

indicated on this map are completed. Of course, all of the roads are in existence but they are not the type of road of which they will eventually become after the road has been rebuilt or improved under the Federal-Aid System.

But take a look at that map again and consider what this Federal-Aid plan means. At the present time there are 1467 towns of 5,000 population and over in the United States. Let us consider these as marketing points. When this system of road work under the Federal-Aid plan is completed every one of those towns will be connected to every other town of 5,000 population and over, with a roadway on which motor trucks and passenger car traffic can be carried on uninterruptedly. All of this system will be completed by 1931.

90 per cent of the people living in this country will be no farther away than ten miles from this gigantic improved highway system.

Now the reason for briefly outlining this road building progress which has been accomplished so far in this country, is to show you, Mr. Dealer, that upon the road which passes your door or which connects your town to the towns around you, very largely depends your prosperity and the prosperity of everyone living in the surrounding communities.

If you are a dealer living in a town which for years had a "main street" which during certain seasons of the year became a veritable puddle of mud and during the dry spell resembled the Sahara Desert during a sand storm, haven't you often wished that you were living where the roads were good? Of course, you have, and so does every other enterprising merchant, who has traveled over this country and has seen what the building of good roads really means to the community.

Why the Industry Would Benefit

Let us consider for a moment what the completion of this Federal-Aid Highway plan would mean to you today if by rubbing Aladdin's lamp this plan could be completed in one year instead of the next seven. It would mean simply this, that the production of automotive vehicles—trucks and passenger cars—would have to be doubled because there are still many communities in this country which are backward in development because good roads are lacking. There is a vast army of people in this country today who are not buying automobiles because they find the main roadways crowded at the time when they have the opportunity to use them most. In the motor truck industry the very same thing applies to our metropolitan centers. Motor truck transportation costs are much greater now than they will be when more good roads are available.

But let us get back to this little town with its poor roads. Maybe you have that good road now, and once the good road movement starts in a small community, it is bound to grow. When the Federal-Aid road runs through that town it does not take very long before the local authorities begin to see the advantage of rebuilding the roads that lead up to that main highway and so automatically the little town begins to take on a new lease of life. On the business streets the merchants awaken to a new sense of pride. The old store front that was good enough for the day when clouds of dust and muddy pavements were taken as a matter of fact, somehow or other do not match up with the new highway.

Instinctively the merchant begins to "doll" up his place. The store windows become more attractive. The merchants along the main road begin to find business increasing. Why? Because the automobile owner who once turned the nose of his car the other way to avoid that stretch of mud when he could, now stops to purchase. He brings business into that town because the good road is an attraction. Mr. Dealer, if you think this is some Utopian dream, just compare any community before and after good roads existed. There is not a section of the United States where one can travel where the advantages of good roads are not apparent. We are safe in saying that no good road ever built in any community became what might be termed in the vernacular, a "dead one."

The Demand for Trucks Increases

The prosperity of a community is naturally reflected in the sale of commercial cars. It makes no difference whether the community is a residential one, whether it is a business district or both, the development of that community is reflected in the increased demand for motor transportation. In the residential section a new bus line has been started as a result of better road facilities and more building operations follow. Doesn't this effect the sales of commercial cars? Certainly, because when a residential section builds up, more food products, household goods, building materials and so on have to be delivered in that community. Just so much more work to be done by the commercial car.

Aside from the actual advantages derived from good roads as community builders, the motor truck dealer will find that the motor truck itself plays an extremely important part in the business of building roads. Therein lies a market which every dealer should determine for himself in his territory.

Study the chart shown on page 21. Look for your state. The mileage column will show you how many miles your state is planning to improve. Get in touch with your state highway department to ascertain how many miles of road improvement work is being done in your county and find out who the contractors are who will bid on the work. Get up an accurate list of all road contractors in your territory. Perhaps you are already following up this road building business. If not, get busy and find out what is being done in your community. It will pay you, because the road building contractor has a big job ahead. We have only completed about one-fifth (approximately 35,000 miles) of the mileage that is planned under the Federal-Aid act which embraces 170,000 miles of improved roads.

To this must be added all state, county and city road building activities which have no connection with Federal-Aid. All of this road building activity amounts to approximately $1,000,000,000 a year. Certainly no more need be said, or reasons given why the motor truck dealer should be a booster for good roads. The dealer who takes the initiative in promoting good roads in his community need not fear the criticism that he is doing it for personal business reasons. In fact, he is doing something worthwhile for his community.

Service Managers to Convene November 18 and 19

The semi-annual convention of the service managers of the car and truck manufacturers, held under the auspices of the National Automobile Chamber of Commerce, will occur at the Hotel Winton, Cleveland, Nov. 18 and 19. A feature of this convention will be at least two speakers with subjects of particular interest to truck manufacturers, engineers and service men.

S. V. Norton, service manager, General Motors Truck Company, will present a paper entitled, "Utilizing Field Experience to Improve Service," a subject that should provide the truck men with much valuable information. George H. Duck, business manager, The Commercial Car Journal, will discuss the "Need of More Engineering in Service."

Three branches of the automotive industry will be represented, namely: sales, service and engineering. The meeting will be a joint one with the S. A. E. and the N. A. C. C. service division. Alvan Macauley, president of the Packard Motor Car Company, is the new chairman of the service committee.

While the complete program was not announced at the time this article was prepared the following speakers and their subjects have been decided upon: Nitro Cellulose Paints, L. V. Pulsifer, Valentine & Co.; Organization and Conduct of a Modern Service Station, H. M. Davock, Packard Motor Car Co.; Training of Mechanics, John Younger; Possibility of Greater Standardization in Electrical Equipment, A. M. Dudley, Westinghouse & Electric Mfg. Co.; Fuels, Thomas Midgley, Jr.; Balloon Tires, James E. Hale, Firestone Tire & Rubber Co.; Air Cleaners, F. A. Whitten, General Motors Truck Co. Four wheel brakes, as they relate to service, is another subject to be handled, also standardized dealers' service qualifications and policies. Other subjects will probably be arranged for.

The meeting will start promptly at 9:30 each morning. There will be afternoon session at 2. Delegates and guests are expected to register daily, the registrar's office being open at 9 a. m. There will be the usual discussion of papers and topics will be introduced also. A large attendance is expected. The members of the Automotive Electric Association will meet the day preceding the service convention and attend the next day, when one of their members will present a paper.

Sell Transportation Where It is Marketable

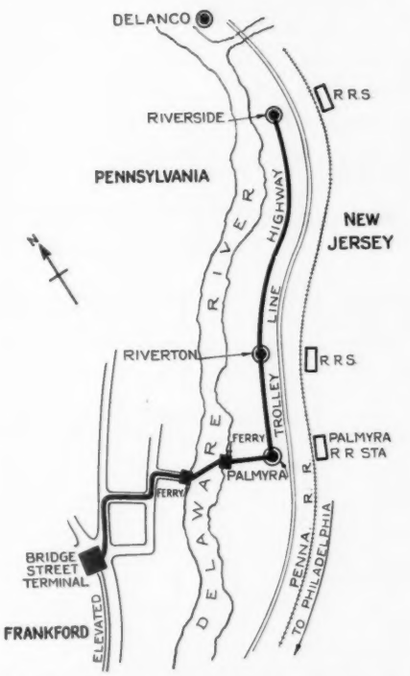
This Story Deals With a Man Who Had an Idea and Had the Conviction to Carry It Through. He Founded a Bus Line That Met a Real Inter-Community Need

INDEPENDENT bus operators who have properly analyzed the field and who have familiarized themselves with all the details are making money, have been making money and will continue to make money. Why? In the first place the average independent bus operator in his earlier days had to move cautiously, he had to convince himself through thorough investigation that any financial investment of his, which generally absorbed everything he had, had a fair chance of being successful. Secondly, the independent sells courteous transportation service, where it is mostly needed, from points of convenience and frequent and reliable running schedules. Thirdly, a community which is being conscientiously served will do everything within its power to encourage and perpetuate such a service by consistent patronage.

Not Unlike Other Commodities

Transportation, the right kind of transportation, is a highly marketable commodity. But not unlike other commodities it is also controlled by the inexorable economic law of supply and demand. The selling of transportation can never be profitable through sparsely populated districts and its sale will also be profitless where a large quantity of it is available. Inauguration of a bus line should never be attempted through districts already being served with one or more forms of transportation, unless absolute knowledge is had of some inherent inefficiency on the parts of the organizations that will become competitors. Even then the undertaking would be hazardous. It's the same old story of glutting the market.

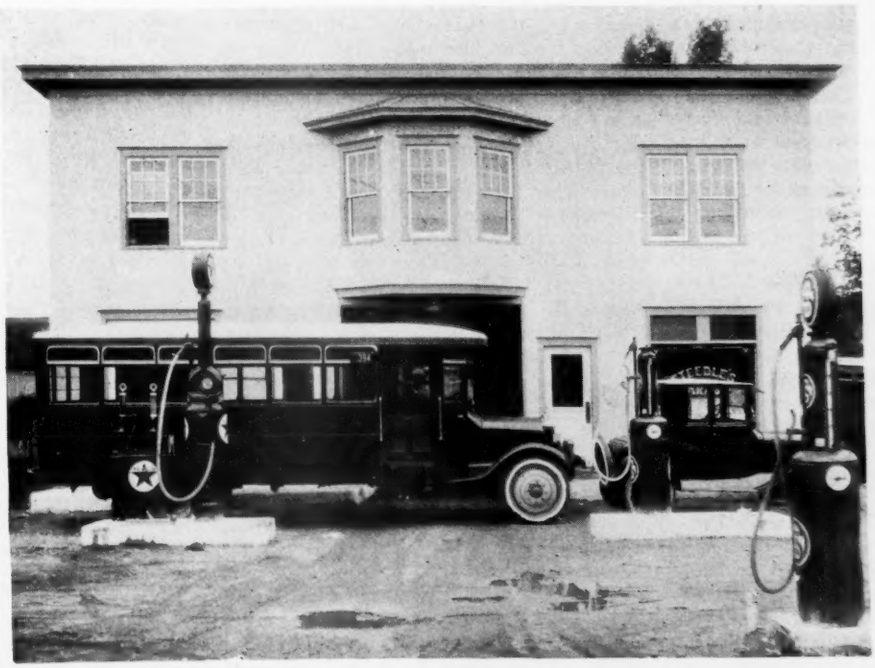
Tracing the history of many of the independents in operation throughout the country today would be intensely interesting. What prompted the idea, what research was made, how much capital was available, what were the obstacles that blocked the way to success, after institution of service, what induced the writers to patronize the service, etc. These and a number of questions and problems confront every bus entrepreneur.



Inter-State Bus Route Uninterrupted by Special Ferry Arrangement

Birthplace of an Idea

The natural progressive developments of communities sometimes give rise to an idea. Such developments as this germinated the idea that resulted in a very successful inter-state bus system between the states of Pennsylvania and New Jersey, known as the Philburco Coach Line, inaugurated early in 1923. The proprietor, George D. Steedle, had the courage of his convictions. As there was no guiding precedent his associates strongly advised him against engaging in what they called a suicidal enterprise. However, Mr. Steedle had convinced himself of the practicability of the plan. He saw and personally investigated the opportunities presented through two important developments in the community of Philadelphia and the existing difficulty residents of towns skirting the river front on the New Jersey side of the Delaware River had in getting uninterrupted transportation to the heart of Philadelphia, across the river. Philadelphia had recently opened up a new elevated line and established a new ferry system. Mr. Steedle decided to cash in on these developments, which, today, he is doing. No sooner started and his service took immediate hold. His patrons, by reason of the Philburco Line are enabled to save riding time and at the same time enjoy the convenience of an uninterrupted passage direct into Philadelphia. Steedle provided the missing link realizing a service that always had been potential, but which no one before him had either the imagination to see or



Home Office, Repair Shop and Garage of the Philburco Coach Co., Palmyra, N. J.

the courage to execute. His bus line complemented the elevated and ferry systems, providing a service that could not exist without each of the three units.

Established May 14, 1923, the Philburco Coach Line with but one bus, operating on a 1½ hr. schedule, grew until today seven buses give a fifteen minute service on Saturdays and Sundays and thirty minutes through the remainder of the week. Furthermore, plans are under contemplation to extend the route and double the number of buses next spring. With this added service combined with the able management of the line the total of over 700,000 passengers already carried will undoubtedly be doubled next year.

What Made the Line Feasible

When the City of Philadelphia completed its new elevated railway extending from Second and Market Streets in the down-town section to Bridge Street, Frankford, in the northeast section of the city, residents along the line seemed most benefited by the new high speed service. And there was little to indicate that this same high speed service could be linked up with a number of thriving cities along the Delaware River on the New Jersey side. But when the ferry service was started between Tacony, Pa., and Riverton in 1921, Mr. Steedle, who for several years operated a truck freight service between Riverton and Philadelphia along the Jersey shore, saw another and better way of reaching the down-town section of Philadelphia.

Passenger service from Palmyra, Riverton and Riverside to Philadelphia was and is furnished by a steam railroad having 21 trains each way per day and a trolley line giving frequent service. Passengers on either road travel to Camden and then cross the Delaware on a ferry to Philadelphia.

It was when the new elevated line in Philadelphia opened that Mr. Steedle saw the chance to start a bus line and give the people of Palmyra, Riverton and Riverside another and a better way of reaching the heart of Philadelphia. He conceived the idea of running a bus direct from Riverside onto the ferry at Palmyra, across the river to Tacony and thence to the elevated terminus without disturbing the passengers of the bus; an uninterrupted through trip.

The River No Obstacle

Many bus lines terminate at the ferries, transferring the passengers there. Few bus lines go on the boats and carry their passengers right through to their destination.

To operate such a service requires very close harmony and co-operation between bus line and ferry company. Mr. Steedle had several conferences with the ferry company, the result of which was: Provision for space on the rear of the ferry boats; that the boats should not be kept waiting more than five minutes; and that the bus should have right of way over waiting autos in making its reserved space on the boat. It was also agreed that Mr. Steedle pay the ferry fare of his passengers, a record being kept of each bus load making the trip. It was also agreed that no similar privilege would be given any other bus operator.

The Philburco Coach Line Driver's Report

Bus No._____ Shift_____ Date_____

1st Register Reading	2nd Register Reading	Total Fares

Time	10	15	20	25	Total

Gals. Gas..... Qts. Oil ....., Hrs..... Meter Reading.....

Remarks .....

Work Done on Truck .....

Have mechanic look at .....

Accidents marked (x) ( ) reported in full on other side.

Driver..... No.....

Complete Report of Each Driver is Kept on This Form

The Service Grew Rapidly

And so the service started in May, 1923. One bus was put in service and it ran every hour and a half. The service attracted many riders from the start and their number increased. Additions were made to the fleet of buses from time to time and the schedule improved until finally a schedule was adopted, Sept. 28, 1924, that provided runs at fifteen minute intervals on Saturdays, 12 noon to 12 p. m., and Sunday and Holidays 9 a. m. to 10 p. m. The regular schedule on remaining days provided thirty minute runs from 6.50 a. m. until 12.50 a. m.

Several interesting and unusual facts concerning the character of the patronage carried by the line made itself apparent soon after the service was started. To quote Mr. Steedle "We don't have rush hours in the ordinary sense of the word. Our busiest time is about nine o'clock in the morning and nine o'clock in the evening. Our trips average about the same throughout the day. Women going in to Philadelphia to shop constitute a large part of our patronage. This gives us a steady travel all day long with no big rush morning or night. Although good train and trolley service is provided to Philadelphia, we offer something more. We take a passenger direct to the shopping section of Philadelphia without change. If it is raining and a woman wants to go to Philadelphia, she merely steps into one of our buses at any street intersection on the route and rides **under cover** all the way to the stores in Philadelphia. We carry her in the bus, across the ferry and right up to the L station at Bridge Street in Frankford and she then rides down town in the L train. We take her from Riverside to the L in 36 minutes for a nominal fare of 25 cents. That seems fair enough."

Mr. Steedle knows the requisites necessary for the building of sound business.

His first consideration was to take care of the safety and comfort of his passengers. At first some women expressed the fear that a bus might back off or run off one of the boats. He pacified them by letting it be known that each bus is held by chocks under both front and back wheels, which precaution made the bus absolutely fast.

All of the buses, except one old one, are equipped with air springs and have pneumatic tires. They are painted twice a year. Since Mack trucks were used in Steedle's in express business it was but natural for him to buy Mack buses. The fleet now includes one G.M.C. and seven Macks.

The important bearing the character of the driver has on the success of the system was well known to Steedle. This angle of the business received his serious attention. Most of the drivers were known personally by him before they were hired. He pays them good wages, $35 to $45 per week with one day a week off. Each driver makes a daily report of the operation of his bus. This is made on a 4 x 6 card.

Accurate Records Maintained

Accurate cost records are available to Mr. Steedle at all times. The daily report cards and the figures for gas, oil, wages, tires and other expenses are listed on a monthly recapitulation sheet, one for each bus. A public accountant summarizes the records and keeps the system working at all times.

As a check on the individual drivers and on the service being rendered an inspection is made twice a week by the Railway Audit Inspection Service. Reports are made of the number of passengers carried, compared with the register reading, the manner in which the driver handles the bus, his tact or lack of it with passengers and other details. Glaring faults reported in this way are posted on the bulletin board in the office in Riverton.

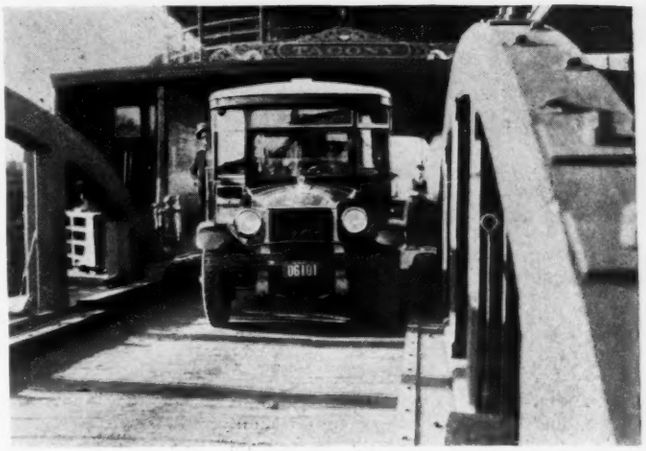
Passenger liability insurance was first issued at a rate of $550 per year for each bus. With a record of 700,000 passengers carried without a claim the rate has been reduced and will be reduced again shortly. Insurance is now charged on the basis of income of each bus.

A rather close approximation of the cost of running each bus one day has been made. In this way a comparison of receipts and expenses can be made at the close of each day's business.

As a means of increasing customer good-will each of the buses has been named. Riders become accustomed to the drivers and the individual buses and can call either driver or bus by name. The names are "Miss Frankford, Miss Philadelphia, Miss Palmyra, Miss Riverton, Miss Riverside, Miss Delanco and Miss Bridgeboro." This line was the first in this section to use individual names on buses.

This system, but eighteen months old, is the result of the confidence of one man of the soundness of his ideas against a host of doubters. Today he has seven buses that cost from $7500 to $8500 a piece, and to again quote Mr. Steedle "I could get $100,000 tomorrow to form a corporation but I don't want to sell, I want to keep the business all my own."

It pays to investigate your field although conditions may not be identical.



A Philburco Bus Leaving the Boat Upon Completing One of its Laps.

The bus is so timed as to arrive at the slip just as the boat is about to leave. The trip across the river is about 5 minutes

Used a Light Truck to Boost Sales

Proprietors of a General Store in Tunbridge, Vermont, Created $9000 of New Business

MAKERS and sellers of light motor trucks will do well to watch closely the uses which purchasers make of their trucks. Frequently some truck user will hit on and develop something new that would bring out an excellent selling or advertising angle that could be capitalized to advantage in the merchandising trucks. Such incidents occur everywhere and every day.

For example, Boardway & Cilley, conductors of a general store in Tunbridge, Vt., have increased their business approximately $9,000 a year by novel truck usage. They fitted their delivery truck up into a traveling store for reaching far out among the farmers of the countryside, which meant extra business.

The truck, a Reo, illustrated herewith, was equipped with a 6 x 6 x 12 ft. body constructed of three-ply veneer and supported on a maple frame.

C. D. Boardway, one of the proprietors, explains that with this truck he travels four principal routes, averaging 30 miles each, and one shorter route each week. He supplies the farmers with groceries, dry goods, small hardware, etc. Each week he makes it a point to carry some article from his stock not shown before. This permits a quick turnover of slow-moving stock in the store at Tunbridge.

Boardway & Cilley took over the general store of Tunbirdge, which has a population of 900 about a year ago. This store has been in existence over 50 years.

Taking the General Store to the Farmers With the Motor Truck, Tunbridge, Vt.

Boardway & Cilley not satisfied with the business that came to town, rigged up a minature store on its delivery truck and went out after the farmers' trade

Within a short time the new owners came to the realization that they had reached the limit of their business so far as the town itself was concerned. It was then that they hit on the idea of using the delivery truck to reach outside for more business. For without this extra business the establishment would not pay.

During the six months that this truck was in operation, it brought in business at the rate of $11,000 a year. The proprietors figure, however, that perhaps $2,000 of this amount would have to come to their store without the aid of the truck, which leaves them a net gain of about $9,000 a year, which is a very good proposition in a town of that size.

Trade-in Situation More Auspicious

For the first time in two years a majority of the automobile dealers of the country reporting on used car conditions to the National Automobile Dealers' Association indicate that they are buying used cars for less than they are selling them for, although this, according to C. A. Vane, general manager of the National Association, is not to be construed as "making a profit" on them. The increased sale price over the purchase price is about ten per cent, a figure totally inadequate to pay for the repair, inspection, overhead and selling cost. Yet this condition is in marked contrast to the situation that prevailed two years ago when the N. A. D. A. began its drive for common sense in used car dealing.

Twenty-two hundred dealers in eighteen states form the reporting battery in the most recent survey of the association, taken September 15.

Averages for the country show that steady progress has been made in the handling of the trade-in. In 1922 the average dealer paid an average of $386.49 for his used automobiles and sold them for $305.98, a loss of $70.23. In 1924 the average dealer paid an average of $270.60 for his used automobiles and sold them for $297.88, a gain of $27.88.

Thorough Prospect Coverage

Does Your System Readily Check Your Salesmen, Accurately Classify Your Prospects and Provide the Essential Sales Facts?

Can You, Mr. Dealer, Say This About Your Prospect Record?

A PROSPECT file, it goes without saying, is the cardinal requirement of all dealers selling specialized commodities. No successful dealer exists today without some kind of system for recording important sales data on individual prospects. But many of the systems in vogue are inefficient and makeshift in their operation. Some salesmen are by nature careless and slipshod, others, more conscientious, waste a lot of valuable time in a laborious effort to keep the system up to date, still others have such an elaborate method of maintaining the system that the information when wanted is never found.

Obviously, the best workable record is one that will produce all the essential data available on a certain prospect, at the time when it is wanted, and on a moment's notice—a system that is complete and at the same time simple.

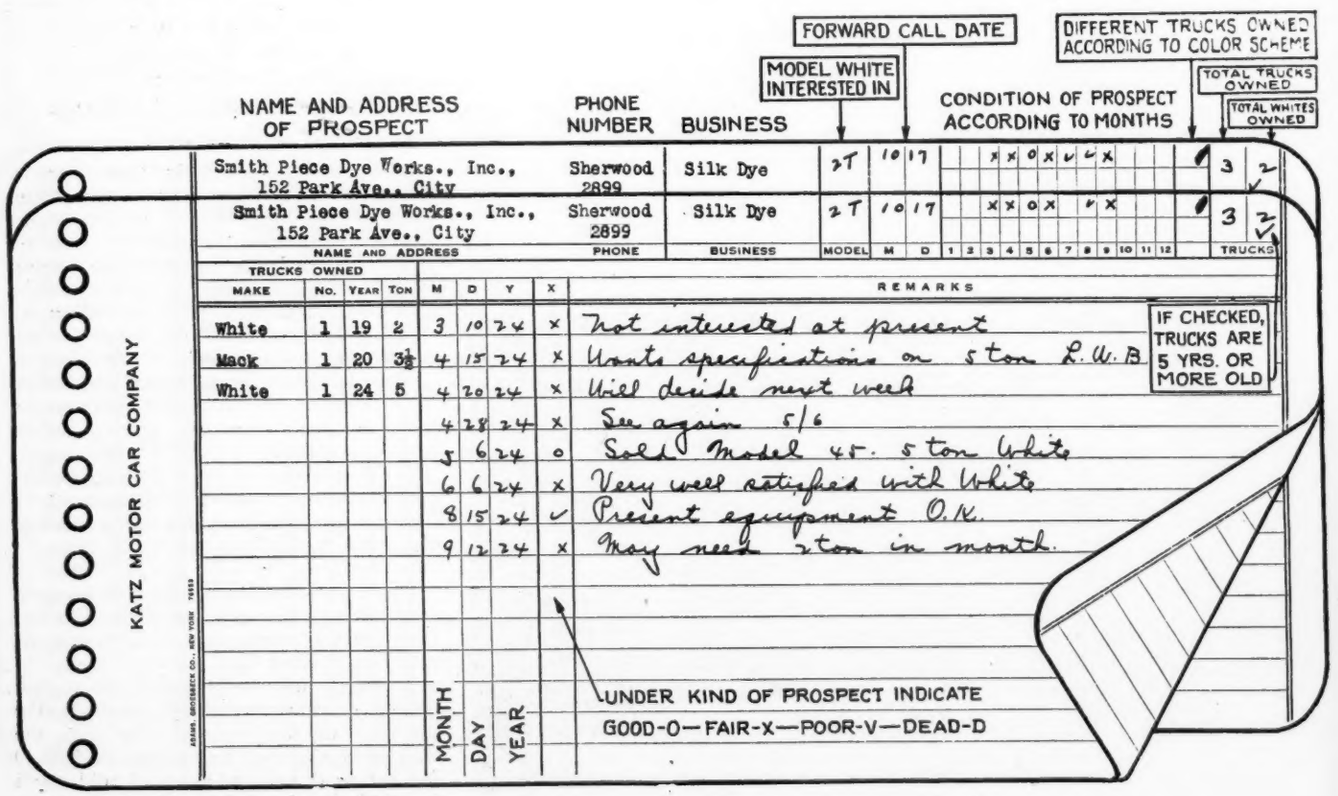
The ideal record is one that works somewhat along the lines of a perpetual inventory system, a system that is absolutely up to date. The index should be the salesmen's and salesmanager's guiding star, advising them from day to day what prospects to interview and why.

Scan 267 Prospects in 20 Minutes

Of course, dealers are familiar with the functions of the prospect index! But are all of them familiar with a system that will enable the sales manager to scan over a list containing 267 prospects and in less than 20 minutes discover that a certain salesman in a period of two months had entirely neglected to call upon 58 prospects and that 51 have not been interviewed in the last month of that period?

A system such as this is maintained by the Katz Motor Car Co., Paterson, N. J., dealer in White trucks. It is remarkably simple for the service it renders and the little effort required to keep it up to date. Instead of picking individual cards out of a conventional card index system for check-up purposes, which takes time and effort, the manager of the Katz company needs merely to scan down the overlapped pages of a loose-leaf folder containing all the prospects of the particular salesman he wishes to check. It's like a panorama, a complete view opens up before his eye, reliefing all the high lights. Besides, information on any particular prospect can be obtained instantly since the prospects are alphabetically arranged.

In short this system is about the most efficient in existence. It is a visual check. It is something by which the sales manager can keep his fingers on the pulse of the business. It will enable him to eliminate the laggard from his organization. Finally, with it, he can definitely ascertain whether he will come through on his quota of trucks, whether the quota is sufficient or insufficient. It takes the guess out of any statement of his business conditions.



An Illustrated Digest of One of the Most Efficient Prospect Records in Existence

Major data is provided along the upper edge of the sheet, which is exposed to view when all the sheets are assembled in the folder. Detailed information is obtained from the body of the sheet, which is exposed by raising the pages immediately over it. Only one sheet is devoted to one prospect although the illustration shows two, this was done only for the purpose of illustration.

The following is a description of the system: Each salesman is provided with a loose-leaf folder designed especially for the system. Into this are retained specially prepared sheets, 10¼ x 4½ in., having thirteen perforations at close intervals on the left side to permit placement into the folder at any point. Each sheet represents one prospect and together they are arranged in alphabetical succession. In this succession only the top edge of each sheet, about one inch, is exposed, as each sheet overlaps the other. This arrangement permits quite a number of prospects' sheets to be arranged down one side. On this top edge all the major information, such as: name, phone and address of prospect, business, number of trucks owned, what kind, what interest is manifested toward a new truck, date of last call and date of forward interview, is recorded.

Conditions an Open Picture

With a little familiarity with the operation of the system one can take in the whole situation at a glance, enabling the manager to make a quick and comprehensive survey of business prospects at any time. If more detailed information is desired the sheets immediately over the edge of the sheet, in which interest is centered, are turned over and every detail that had been gathered on the prospect is before the eye. The accompanying fac-simile of the form will convey more fully the effective manner in which every important detail is recorded. Every detail is abbreviated in the most condensed way possible without destroying ease of interpretation or simplicity of layout. Color designations are made in the unnumbered space in the upper right hand corner of the sheet, which indicates instantly the make of truck used by the prospect. Various colored crayons are used for this purpose. However, the symbols, or even the alphabet could be used just as satisfactorily. Outside of this slight irregularity the illustration of the sheet is self-explanatory.

The keeping of these records involve but little labor, one girl can easily keep the records of four salesmen up to date and still have considerable time to spare. The work is simple. All that is required of her is a typewritten transfer from the Daily Report sheet of each salesman, the history of each prospect acquired by him the day before onto the record sheets in the folder. If the prospect is new, a new sheet is typed for the folder, if old, the sheet covering that particular prospect's record is removed and the new information is added. The Daily Report sheet contains a list of all the visits made by the salesman on that day. It is patterned after the standard folder sheet.

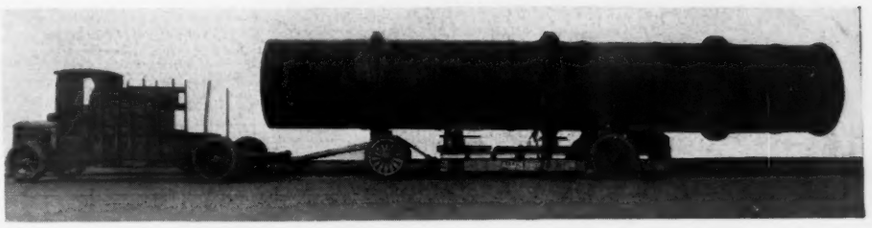
Salesmen of the Katz company have made the system become part of themselves to such an extent as to make the system indispensable. It enables them to lay out their work for the following day.

For further simplification the list is sub-divided into two classes: New truck prospects and used truck prospects. Segregation into territories has also been found to be of considerable help. When a certain prospect is to be visited the list is first consulted to determine whether other prospects are in the vicinity open for interview. This can be quickly accomplished. Experience proved that that extra little trip is the trip that often results in a sale.

A Dead Prospect is Dead

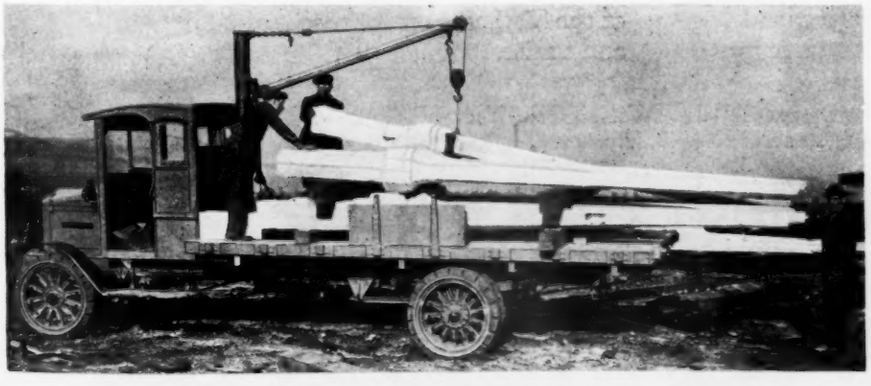
When a certain prospect is designated as "Dead" by a salesman it does not necessarily follow that he is actually "dead" and that his record should be removed from the file. The Katz company refused to accept this statement until it has been absolutely proven to be the case. The prospect before he is actually removed is interviewed by other salesmen. If their verdicts are the same then he is removed. But the prospect must be unquestionably, stone "dead."

Another feature, which is given special attention, is the getting of accurate information as to the age of the truck. This, prominently noted on the list, provides a quick way of determining possibilities for new business.



Many of the Motor Freight Lines in California Specialize on Heavy Hauling

This particular job accomplished by Allen Bros., contractors, for the Los Angeles Gas Co., was one of the hardest tasks ever undertaken by them. They moved a compressor plant weighing 22 tons over 5 miles of roadway.



Municipal Department Saves Money by Employing a Truck Engine Driven Crane in Public Service

The truck unit is a product of the Luedinghaus-Espenschied Wagon Co., St. Louis, Mo., which together with several other similar jobs are used by the department of public utilities of this city in its lighting division. It is equipped with a 3000 lb. capacity crane mounted on the frame of the body and operated direct from the truck engine from the transmission through a power-take-off.

Motor Trucks Bring Bulk of Cities' Milk Supply

The motor truck is now the most important agency for transporting milk from producer to city distributor, according to the Bureau of Public Roads of the United States Department of Agriculture. The bureau has recently completed a survey of milk transportation for eight large cities and has found that the motor truck, which first entered the field in 1923, when most of the milk was transported by rail and the remaining portion by wagon, is now the major factor in the field.

Of the total amount of milk delivered to the cities investigated the amounts delivered by motor truck were as follows: Baltimore, 45 per cent; Philadelphia, 20 per cent; Cincinnati, 97 per cent; Detroit, 88 per cent; Milwaukee, 87 per cent; St. Paul and Minneapolis, 94 per cent; and Indianapolis, 94 per cent.

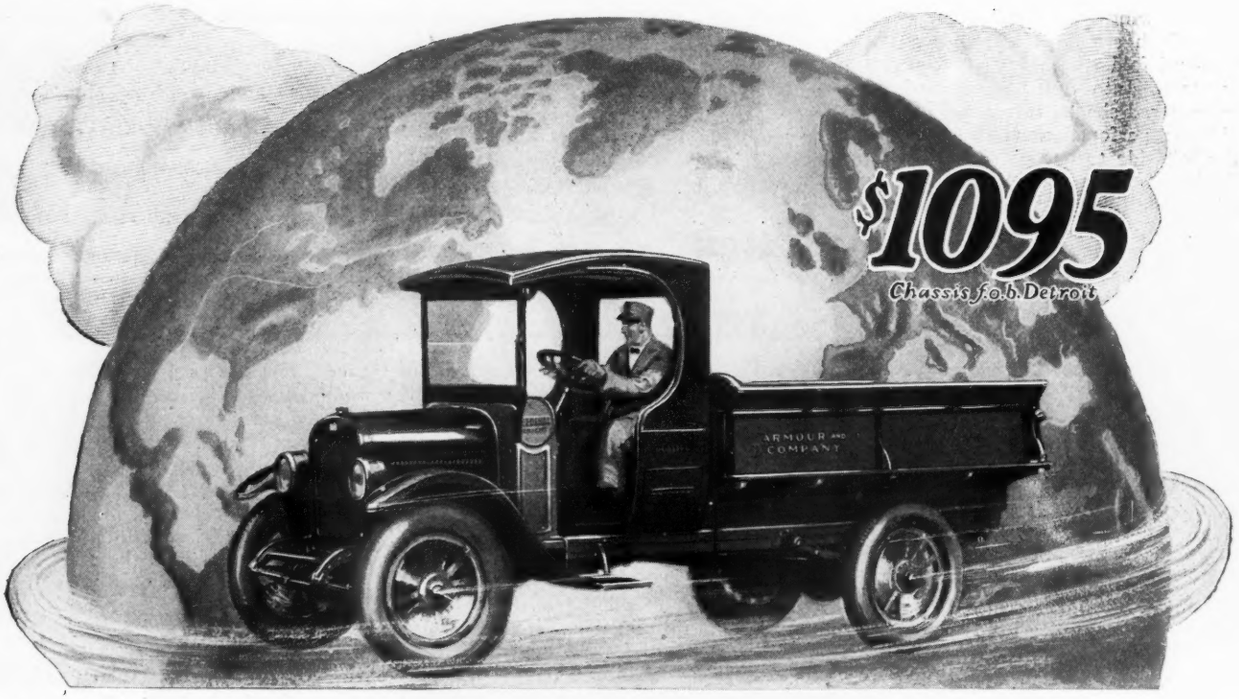
This form of transportation has been of great benefit in developing new milk-producing territory for growing cities and has given the farmers a more satisfactory means of delivering their product.

In the Baltimore area a farmer's co-operative trucking association has been organized with a city warehouse, where the milk trucks call for a return load of farmers' supplies.

Two Western Manufacturers Consolidate

A merger between the Enterprise Engine Co., San Francisco, Cal., and the Western Machinery Co., Los Angeles, Cal., was recently completed. This consolidation brings together two large internal combustion engine manufacturers of the coast.

The merger was brought about for the purpose of enlarging the manufacturing facilities and the distribution of the various products of both companies. Improved service to the power users, particularly on the Pacific coast, is another consideration.



A SPEEDY SUCCESS!

2000 Sold in First Few Weeks
Live Truck Dealers Cashing In on

FEDERAL-KNIGHT

From all over the world far seeing truck merchandisers are writing, cabling or wiring for the Federal-Knight franchise.

Never before in the history of the truck industry has a motor truck made such a sensational success as the Federal-Knight.

Here in America such nationally famous truck users as Armour & Co., Standard Oil Co. of New York, American Piano Co., Procter & Gamble, Blue Valley Creamery Co., and hundreds of others, are enthusiastic in their praise of Federal-Knight efficiency and economy.

This is the *only* motor truck in the world with a Willys-Knight sleeve-valve motor. No valves to grind. No carbon-cleaning. 50% savings in upkeep. Already Federal-Knight has won world-wide recognition as the outstanding truck value in the rapid delivery field. A single demonstration will sell it—not one at a time but—IN FLEETS! Meets every demand of the 82% market for trucks of 1-ton and under.

Valuable territory still open. Write TODAY for full particulars of the Federal-Knight franchise in *your* territory.

FEDERAL MOTOR TRUCK COMPANY
DETROIT, MICHIGAN

FEDERAL-KNIGHT

A SPEEDY BUSINESS TRUCK

EDITORIALS

More Profits With Less Volume

MOTOR truck production figures for 1924 may not quite reach the mark established for 1923, but it is quite evident that the profits made this year by the manufacturers and dealers will show a decided increase over last year. On many sides we see the tendency of the industry to adopt a conservative attitude by keeping production down to the minimum.

Regardless of the fact that the average truck production per month last year, according to N. A. C. C. figures, is slightly higher than this year's average for the first ten months, the production curve is more steady this year than last. The increases or decreases from month to month this year averaged only 3000 trucks per month for a period of 10 months. In other words the industry has become more stabilized from a production standpoint.

There is still much to be accomplished in this respect, however, especially by manufacturers who believe that small down payments and long term paper will help make truck sales profitable for their dealers. In this connection the determination of one large manufacturer is commendable. Not only has this manufacturer reduced the number of vehicles that the dealer has in stock but the actual profits shown by a recent financial statement are larger than for the same period of last year, indicating that the careful watch on production has a healthy effect on the dealer who in turn will be determined to get his price for his product which invariably he will not do when overloaded with cars and trucks.

Concerning Lubrication

FREQUENTLY one hears expressions like these, particularly among owner drivers: "Give 'er a little more oil and let her ride," or "Use some of that heavy stuff to take up the wrist pin knock," or "Why worry about it, half you hear about oil is bunk anyway."

This indicates plain ignorance concerning the importance of lubrication. Not knowing anything about lubrication or lubricants how can the average driver be expected to appreciate the vitally important role lubrication plays in the economic and efficient operation of motor vehicles. Of course, he knows that oil helps, he learned that during his roller-skating days. But that is about all. Furthermore, he has repeatedly heard it said that there is a lot of bunk in branded oil and that "oil is oil." His knowledge concerning oil generally consists of knowing that it is thin, medium and heavy. What is the result?

If such an individual, whether owner or driver, is responsible for the mechanical welfare of a truck, it will be scrapped before its full span of life, although a sincere effort may have been made to keep the truck ship-shape. The penalty of ignorance is merely being exacted. What bearing has all this on the dealer?

The dealer merchandizing trucks which have been prematurely scrapped through ignorance will suffer the consequences of an unjust verdict. The truck he is handling, in the opinion of the user, is no good. And the user, in his search for sympathy, is generally a good transmitter who finds many listeners. Thus misrepresented untruths are further distributed. The dealer again loses.

What is the solution? As a dealer, familiarize yourself with oil matters, in the event that you are not already acquainted with them, and then develop a plan whereby you can really convince and interest your users in the vital need of oil knowledge. Although the important relation that correct lubrication bears to motor vehicles is constantly preached, the subject seems to be coming more and more to the fore. Continued ignorance and wanton neglect have shown those who know, the imperativeness of emphasis and repetition. Write to the reputable oil companies for information on lubrication; they will be glad to furnish you with all kinds of oil data. Educate the user and, better still, organize an oiling service, so that the owner who neglects this work on his truck, will have it done by you. It's a good contact maker.

Overlooking a Good Bet

IS the truck manufacturer justified in withholding from the trade at large information or data pertaining to service that would be valuable to every repair man in the industry. Doesn't the manufacturer lose by such a policy?

The repair man is usually a booster for the factory that gives him the information he wants or that is prompt in supplying parts. But he also becomes one of the greatest knockers in the world when he is ignored. It will pay the factory to cultivate the good will of the independent shop.

News of the Trade

Michigan to Have Net-Work of Bus Routes

Control by One Company of all Existing Lines Would Reduce Delays and Exchanges

The most important court decision effecting operators of commercial vehicles ever rendered in California was a ruling a few days ago by the superior court of Fresno County holding what is known as the "four per cent tax" to be unconstitutional. A law creating this tax was passed by the legislature in 1923. It provided that all operators of commercial vehicles except those confined exclusively to municipalities must pay four per cent of the gross receipts to the state.

The ruling that the law is unconstitutional was on the basis of it being discriminatory. The law exempted taxicabs and vehicles operating within a municipality not over a regular route. The suit to test the validity of the statute was instigated by the Truck Owners' Association of California, which organization raised the necessary funds to meet the expenses of the court proceedings.

The State Board of Equalization is restrained from further attempts at enforcing collection of the tax. Truck owners have been advised to cease payments. An attempt will be made to obtain refund of the tax already paid. It is regarded as very probable, however, that the state's attorney general will appeal the case until it eventually reaches the Supreme Court. The legislature will meet again next January and an attempt may be made to amend the law so as to exclude the features the court ruled to be unconstitutional.

Light Truck Deliveries Predominate in Detroit

Retail car deliveries in Detroit during October totaled 3,786, which compares with 4,137 in September and with 4,692 in October, 1923. Truck deliveries totaled 574, which compares with 581 in September and with 434 in October, 1923.

Of the truck total of 574, 383 were Fords, with other light delivery vehicles making up a considerable part of the remainder. Several of the heavy duty manufacturers made important deliveries, however, notably Mack with 22, Gotfredson 20, and Federal 18.

California Truck Tax Ruled Unconstitutional

Banned on the Basis of Discrimination. Validity Test Instigated by Truck Associations

Establishment of through bus service to most of the important cities in the lower part of the state is planned by the Peoples Motor Coach Co., under the terms of a proposal filed with the state public utilities commission in Lansing, Mich., this week. The Peoples Motor Coach Co., though not specifically identified with Detroit United Railways under the application, is understood to be a newly formed subsidiary which will undertake operation of auxiliary bus lines.

Under its plan the company would take over all existing bus lines on routes which it proposes to operate, these for the most part being operated only between intermediate points. By establishing through service the company maintains that much of the traveling delays now occasioned by changing from one line to another would be eliminated, and that service and equipment would be standardized to the greatest advantage of the patron.

COMING EVENTS

CONVENTIONS

American Road Builders Assn.—Convention and road show to be held January 6 to 9, 1925, at the Coliseum, Chicago. Chas. M. Upham, director, State Highway Commission, Raleigh, N. C.

Iowa Automotive Merchants Assn.—Annual meeting to be held November 13 and 14, 1924, at Des Moines, Iowa. A. J. Knapp, Sec.-Mgr.

Michigan Automotive Trade Assn.—18th annual convention to be held in Detroit, Mich., January 21, 1925. W. D. Edendurn, Mgr., Hotel Addison, Detroit.

Motor & Accessory Manufacturers Assn.—Annual convention to be held at Cleveland, October 15-18, 1924. M. L. Heminway, Gen. Mgr. E. P. Chalfant, chairman of the committee, will handle the affair.

National Tire Dealers Assn.—Annual convention to be held November 18 to 20, 1924. Hosts: Akron Retail Tire & Accessory Dealers Assn.

National Highway Traffic Assn.—Annual meeting to be held at the new club of the Automobile Club of America, 12 E. 53d St., New York City, December 2, 1924. Elmer Thompson, secretary, Automobile Club of America.

Ohio Automotive Trade Assn.—Annual convention to be held December 10 and 11, 1924, at Columbus, Ohio. E. J. Shover, Mgr., 310 Majestic Bldg., Columbus.

Pennsylvania Automotive Assn.—Annual convention to be held October 17 and 18, 1924, Wilkes-Barre, Pa. R. C. Duffus, Mgr., 302 Security Bldg., Harrisburg, Pa.

Service Division of the National Automobile Chamber of Commerce—Semi-Annual convention to be held jointly with Society of Engineers at Cleveland, November 18-19, 1924.

Texas Automotive Dealers Assn.—Annual convention to be held in March, 1925, at Austin, Texas. W. A. Williams, Mgr., San Antonio.

SHOWS

Birmingham, Ala., December 1 to 6, 1924—Annual Dixie Automobile Show will be held at the new Municipal Auditorium under the auspices of the Birmingham Motor Trade Assn. G. P. Caldwell, Sec.

Boston, Mass., March 7 to 14, 1925—23d annual show to be given under the auspices of the Boston Automobile Dealers Assn., Inc., at the Mechanics Bldg. (125,000 sq. ft.). Passenger cars, trucks, tractors and automotive equipment. Chester I. Campbell, Mgr., 329 Park Sq. Bldg.

Boston, Mass., October 10 to 17, 1925—World's Rubber and Tropical Exposition will be held at Mechanics Hall. Chester I. Campbell, Mgr.

Chicago, Ill., January 23 to 31, 1925—National automobile show to be held under the auspices of the National Automobile Chamber of Commerce, Coliseum and First Regiment Armory.

Cleveland, Ohio, January 17-24, 1925—Automobile Manufacturers and Dealers Assn. Twenty-third annual passenger car and truck show, Public Auditorium, Cleveland, Ohio, Herbert Buckman, manager.

Detroit, Mich., January 17 to 24, 1925—24th annual show to be held at Convention Hall, under the auspices of the Detroit Auto Dealers Assn. Passenger cars, trucks and automotive supplies. H. H. Shuart, Mgr.

Kansas City, Mo., February 7 to 14, 1925—18th annual automobile show under the auspices of the Kansas City Car Dealers Assn. will be held at the American Royal Bldg. (300,000 sq. ft.). Passenger cars, trucks, tractors, and automotive equipment. Geo. A. Bond, show mgr., Firestone Bldg., Kansas City.

Milwaukee, Wis., January 17-25, 1925—Automotive Dealers Assn. Seventeenth annual passenger car, truck and tractor show, Auditorium, Milwaukee, Wis., Bart J. Ruddle, manager.

Newark, N. J., January 10 to 17, 1925—18th annual automobile show to be held at the 113th Infantry Armory (30,000 sq. ft.) under the auspices of the Newark Automobile Dealers. Passenger cars, trucks and automotive equipment. Claude E. Holgate, Mgr., Chamber of Commerce Bldg.

Omaha, Neb., February 16 to 21, 1925—20th annual automobile show to be held at the Auditorium. Passenger cars, trucks and automotive equipment. A. B. Waugh, Mgr.

Saint Paul, Minn., January 31-February 7, 1925. Auto Trades Assn. Annual passenger car, truck and tractor show, Overland Bldg., Saint Paul, Minn., W. C. Wilmot, manager.

San Francisco, Cal., February 21-28, 1925—Motor Car Dealers Assn. Ninth annual passenger car, truck and tractor show, Exposition Auditorium, San Francisco, Cal., G. A. Wahlgreen, manager.

Scranton, Pa., January 29 to 31, 1925—17th annual commercial car show under the auspices of the Scranton Motor Trades Assn. will be held in the Armory. Trucks, tractors and automotive equipment. Hugh B. Andrews, show mgr., Board of Trade Bldg.

Syracuse N. Y., February 2-7, 1925—Syracuse Automobile Dealers Assn., Inc. Seventeenth annual passenger car, truck and accessory show, State Armory, Syracuse, N. Y., C. H. Hayes, manager.

Washington, D. C., January 24 to 31, 1925—5th annual show of the Washington Automotive Trade Association to be held at Convention Hall. Passenger cars, trucks, accessories. Rudolph Jose, Show Mgr., 1138 Connecticut Ave.

N. A. D. A. MEETINGS

January 5, 1925—Convention in connection with a show at Hotel Commodore, New York City.

January 29 and 30, 1925—8th annual convention to be held at Hotel La Salle, Chicago, Lynn M. Shaw, Asst. Gen. Mgr., 329 N. Grand Ave., St. Louis, Mo.

N. A. C. C. MEETING

November 18 and 19, 1924—Joint service meeting with the S. A. E. to be held at Cleveland, Ohio.

S. A. E. MEETINGS

November 18 and 19, 1924—Service Engineering Meeting at Cleveland, Ohio.

January 8, 1925—Annual Dinner to be held at New York City.

January 20 to 23, 1925—Annual Convention at Detroit, Mich.

January 21, 1925—Annual Carnival scheduled for Detroit, Mich.

Hoover Calls National Conference on Accidents

To be Represented by Police, Commissioners, Insurance Companies, Safety Councils, Chambers of Commerce

After consultation with various groups interested, Secretary Hoover has decided to call a National Conference on Street and Highway Safety for December 15, 16, and 17, 1924.

"The request for a conference for the purpose of better organization and coordination of activities in the reduction of accidents was proposed to me six months ago by a number of national associations interested in this field. In order that a national conference on the subject might function to definite purpose I appointed eight special committees on different important phases of the problem, the representatives being chosen from all parts of the country and embracing representatives of the police officials, highway and motor vehicle commissioners, insurance companies, safety councils, chambers of commerce, labor unions, automobile associations and various other national groups.

"These committees have a membership of 186 persons and cover the subjects of: I Statistics; II Traffic control; III Construction and Engineering; IV City Planning and Zoning; V Insurance; VI Education; VII The Motor Vehicle; and VIII Public Relations.

The importance of the question needs no emphasis beyond the bald statement of the facts brought out by the Statistical Committee. In 1923 not less than 22,600 persons were killed, 678,000 injured and $600,000,000 of property damage incurred in traffic accidents. This represents an increase of 80 per cent within the last seven years. Of the accidents about 85 per cent were due to automobile traffic.

G. M. C. Broadens Its Field Contact

"Closer bonds between the field and factory" was the keynote of the annual service conference of the General Motors Truck Company, which has just adjourned its sessions at the factory in Pontiac, Mich. It was the largest and most successful service men's conference ever held by the GMC organization, S. V. Norton, service manager reports.

"We have perfected plans which will assure even closer contact between the service department and the engineering and production departments," said Mr. Norton. "These will enable our factory constantly to augment its facilities for responding to the needs of motor truck transportation."

Final inspection at the General Motors Truck Company is in charge of the service department, rather than production. The reason for this is that the service department is held responsible for the truck's performance after it leaves the factory.

GMC inspections include line, test room, special equipment, final assembly and loading dock. Reports from each division are made to the final inspector who does not pass a truck until it has a "clean slate." As an additional check, branches and distributors inspect the trucks on their arrival from the factory and report their condition in detail.

North East Determined to Educate

Supplementing its yellow box and genuine parts "Bull's Eye" window sign, North East Service, Inc., Rochester, N. Y., is now furnishing its Service Stations with a new envelope stuffer designed to encourage the use of genuine service parts.

This folder is in the shape of one of the North East yellow boxes and copy on the inside of the folder tells why it is best to use only genuine service parts.

California to Spend $10,000,000 on Highways in 1925

A total of $5,000,000 will be spent for the paving of new highways in California next year, according to estimates sent the U. S. Bureau of Public Roads by the State Highway Commission. To this sum the Federal government will add approximately $4,600,000, making the good roads expenditure in California total almost ten millions of dollars. The work is designed to meet the rapid growth of traffic in California and will provide for the first "high-speed" motor highway in the country, where there will be a middle artery for two-way traffic where automobiles can travel at a minimum of 35 miles an hour.

U. S. Department of Commerce Production Figures
(Number of Machines)

	Passenger Cars			Trucks		
	1922	1923	1924	1922	1923	1924
January	81,696	223,822	*287,353	9,596	19,732	28,922
February	109,171	254,782	*336,374	13,360	22,173	31,151
March	152,962	319,789	*348,356	20,036	35,284	*34,109
April	197,224	344,661	*337,045	22,665	38,085	*36,154
May	232,462	350,460	279,439	24,120	43,730	33,374
June	263,053	*337,442	217,927	26,354	41,173	27,863
July	225,103	*297,413	237,652	22,083	30,692	25,224
August	249,498	*314,431	251,631	24,711	30,872	27,484
September	187,711	*298,964	257,947	19,495	28,578	30,061
October	217,582	*335,041	.....	21,824	30,139	.....
November	215,362	*284,939	.....	21,967	28,073	.....
December	208,016	*275,472	.....	20,394	27,762	.....

* Revised.

Railroad Establishes Department to Study the Bus

Boston & Maine Creates a Department to Determine if It Should Engage in Truck and Bus Transportation

Announcement is made by the Boston & Maine Railroad of the establishment of a department to study the subject of motor truck and bus transportation.

Howard F. Fritch, formerly assistant general manager of the Eastern Massachusetts Street Railway, and Frank I. Hardy, formerly manager of the Chelsea division of the Eastern Massachusetts, have begun service on the Boston & Maine Railroad as assistants to Homer Loring, chairman of the executive committee.

Mr. Fritch will give special attention to the study of motor transportation, both passenger and freight, as related to Boston & Maine traffic. Mr. Hardy will represent Mr. Loring in various investigations.

"The work to be undertaken by Mr. Fritch," says the statement from President J. H. Hustis of the Boston & Maine, "is of particular significance. The inroads of motor competition in Boston & Maine territory have been constantly growing, and have reached the stage where the railroad must determine what its future attitude toward this competition is to be. The question in some sections is whether the railroad or motor truck can best serve the territory. It is apparent that in certain fields both instrumentalities of transportation cannot be continued, and that either one or the other must prevail. The railroads cannot continue to contribute toward the building of highways and their upkeep in order to subsidize a form of transportation which is sapping railroad revenues, and, in the case of some branch lines, reducing them almost to the vanishing point.

"This situation is not peculiar to the Boston & Maine, but the fact that in much of the territory which it serves its lines are paralleled by highways especially adapted to motor transportation makes the Boston & Maine particularly susceptible to the inroads of this form of competition, both public and private, and in both passenger and freight service. The problem is not necessarily one of competition, but involves the elimination of expensive duplication and the adjustment of both forms of transportation to a logical and permanent basis."

White Company Moves in Its New Building

The White Co. announces the completion of its new district sales and service building in Baltimore, at 708-728 E. 25th St. The new home has been especially designd to care for their respective needs.

The new building is readily accessible to truck users in the Baltimore district, and is complete in its facilities to give owners a transportation service of promptness and efficiency. Factory-trained men thoroughly familiar with White truck construction are in charge of the service department.

New England Motor Transport Conference

Meetings at Boston on Dec. 11-12 to Consider Expanding Commercial Use of Highways

A New England Motor Transport Conference to discuss the highway transportation problems of New England will be held at Boston on December 11th and 12th, under the guidance of the National Automobile Chamber of Commerce, and with the co-operation of many New England organizations representing motor vehicle users.

Leaders in the automobile industry are convinced that there is a distinct place in the transportation field for each facility—the railroad, the waterways, the electric lines and the highway vehicles, and that if the proper economic sphere of each is more fully determined and better understood, there need be no conflict. It is their belief that the meetings to be held in New England will assist in the process of making better understood the function of each transportation facility.

Railroad men and trolley officials will be among the speakers, and special sessions of the conference will be devoted entirely to discussion of how electric railways are using the motor bus, and how railroads are solving, with the motor truck, the problem of handling local less-than-carload freight.

The rapid progress which has been made in New England and elsewhere in building up a net work of intercity motor coach operation, in response to popular demand, will be discussed. Among the speakers will be some of the pioneers in this development.

Other speakers will tell of what the commercial use of New England's great new highway system means in dollars and cents, and of how the automobile is helping to reclaim New England's deserted farms. The federal government's research program into the economics of road use will also be presented.

One of the most important topics will be a discussion of how to promote safety and reduce highway congestion. Experts will speak on this subject, and it is expected that a large number of state and city officials will be present and participate in the discussion.

Besides members of automobile organizations, railroad men and electric railway representatives, state highway officials, mayors, city planning experts, shippers and others will be invited to the New England Motor Transport Conference.

W. J. L. Banham to Head Trade and Transportation

Railroads and industrial circles learned with much interest of the unanimous selection of W. J. L. Banham as President of the New York Board of Trade and Transportation, at the 52nd annual election of that organization of business executives, held on October 29th in New York City. Mr. Banham, who enjoys national prominence as a traffic authority and as a leader in transportation activities, succeeds Lee Kohns who retired following seven years, as head of the organization.

At present he is General Chairman of the Atlantic States Shippers' Advisory Board, President of the Associated Traffic Clubs of America, Chairman of the Highway Transportation Committee of the National Industrial Traffic League and General Traffic Manager of the Otis Elevator Company.

Industrial leaders concede that one of his most noteworthy accomplishments has been the successful promotion of the work of the Atlantic States Shippers' Advisory Board. Conceived only last January, this Board, because of the executive talent and driving force of its chief executive, has become the most prominent and powerful organization of railroad shippers in the entire country. It has already settled several important disputes between shippers and carriers, and has contributed much to the high type of transportation service which shippers now receive in its territory.

A. B. Swetland Enters New Publishing Field

A. B. Swetland, for 21 years vice-president and general manager of The Class Journal Co., publisher of Automotive Industries, Motor Age, Motor World and other automotive business papers, has withdrawn from that organization, having purchased the Furniture Index of Jamestown, N. Y. Associated with him will be Maurice Kane, Adrian Brace and V. M. McConnell.

Mr. Swetland is one of the pioneers of automotive publishing, having acted as manager for most of the publications of his brother, the late H. M. Swetland, formerly president of the United Publishers Corp. and The Class Journal Co.

Coming to New York City in 1890 as treasurer of the Power Publishing Co., now Power, A. B. Swetland became associated with The Automobile and the Automobile Trade Directory in 1903 as general manager; published Motor World in 1911, went to The Class Journal Co. in 1912, when Motor World was purchased by the United Publishers Corp., and continued as general manager of The Class Journal Co. until entering the furniture business paper field.

Boston Show to be Held March 7-14, 1925

The twenty-third annual Boston show to be held March 7-14, 1925, under the auspices of the Boston Automobile Dealers' Association and the Boston Commercial Motor Vehicle Association has just been announced. The entire Mechanics Building comprising 105,000 square feet of exhibition space, will be given over to the show. The event will be under the direction of Chester L. Campbell, general manager, with headquarters at 329 Park Square Building, Boston. The exhibits will include passenger cars, commercial cars and accessories. Further details as to the program will be announced later.

Large Assemblage Expected at Tire Convention

2000 Tire Dealers Will Attend the Fifth Annual Convention at Akron, November 18, 19, 20

Approximately 2000 tire dealers from all sections of the United States are expected to attend the Fifth Annual Convention to be held in Akron November 18, 19, 20.

Daily meetings and discussions will be held in the Akron Armory which has a seating capacity of three thousand.

Balloon tires, the latest development in the industry, will be responsible for a great deal of the interest expected at the convention. Balloon tires will come in for considerable discussion.

Other interesting features of the Convention will be addresses by Thomas Henry, President of the American Automobile Clubs of America, E. S. Jordan, President of the Jordan Motor Car Company of Cleveland, Ohio, and other prominent men in the tire and merchandising fields.

Trips through the rubber factories, smokers and banquets have also been planned for the entertainment of the visiting tire dealers.

The aim of the National Organization of Tire Dealers is to promote friendly relations among manufacturers, tire dealers and the public.

A. J. Brosseau Nominated for National Chamber

A. J. Brosseau, President of Mack Bros. Motor Car Company, and Secretary of the National Automobile Chamber of Commerce, was one of eight new directors of the National Chamber of Commerce of the United States, placed in nomination at the mid-year meeting of the Eastern Division of the Chamber.

Mr. Brosseau's nomination was seconded by A. C. Pearson, vice-president of The Class Journal Company. The election will be held at the next annual meeting of the Chamber in Washington next Spring.

The other seven nominees for the Board of Directors are: Stanley H. Bullard, vice-president, Bullard Machine Tool Company, Bridgeport, Conn., for first district; E. C. Graham, President National Electrical Supply Co., Washington, for second district; John W. Arrington, President, Union Bleachery, Greenville, S. C., third district; Noble Foster Heggson, President, Heggson Bros., New York City, Civic Development section; Harry A. Smith, President, National Fire Insurance Company, Hartford, Conn., Insurance Section; Milton E. Marcuse, President, Bedford Pulp and Paper Co., Richmond, Va., Natural Resources Production Section; and A. L. Humphrey, President, Westinghouse Air Brake Co., Pittsburgh, Pa., Transportation and Communication Section.

Personals

John Baker, Jr., formerly branch manager of the Kelly-Springfield Motor Truck Co., at Chicago, has been appointed director of sales, with headquarters in Springfield, Ohio.

Fred Barker, Jr., formerly with the J. H. Williams Co., has become associated with A. L. Whittemore of Chicago and will in that association take an active part in the development of the accounts which are handled by the Whittemore company in the Chicago territory, namely, the Ferry Cap & Set Screw Co. of Cleveland, the Vlchek Tool Co. of Cleveland and the Cushman Chuck Co. of New England.

Arthur H. Blanchard, M. Am. Soc. C. E., Professor of Highway Engineering and Highway Transport, University of Michigan, has been appointed, by Governor Alex. J. Groesbeck and Commissioner Frank F. Rogers, Consulting Engineer to the Michigan State Highway Department.

E. H. Brewer, chairman of the board of the Brewer-Tichener Corp., Cortland, N. Y., is dead, age 73, following a short illness. Mr. Brewer was a pioneer in the industry.

C. Walter Coapman, treasurer of North East Service, Inc., Rochester, N. Y., recently sailed for Europe. He will visit the branches of his organization in London and Paris, supervising there and auditing books.

Frank Collard, Jr., sales manager of the Harter B. Hull Motor Co., will be president and manager of the company in place of Mr. Hull.

T. F. Cullen has joined the Weaver Mfg. Co., Springfield, Ill., in the capacity of Sales Engineer. Mr. Cullen has wide experience in the automotive field, having been for a number of years Managing Editor of the Automobile Trade Journal and previous to this Service Manager of the Canadian Ford Company.

L. C. Curl has been appointed general purchasing agent of Continental Motors Corp., with headquarters at the Detroit plant. Mr. Curl has been with Continental for the past nine years, recently serving as purchasing agent at the Muskegon plant. In his new position he will be in charge of purchases, procurement and traffic.

V. H. Day has recently taken on his new duties as Regional Vice-president of the General Motors Truck Co., Pontiac, Mich., with headquarters in San Francisco. Mr. Day has been succeeded as Sales Manager, by Mr. C. H. Engelman.

Warren B. Foden has resigned as assistant sales manager of the Gabriel Manufacturing Co. to become manager of the Rochester, N. Y., agency of the company.

Gustav E. Franquist, of Rochester, N. Y., a pioneer in the automotive industry, died here in the Presbyterian Hospital following a short illness. Mr. Franquist was one of the founder members of the Society of Automotive Engineers and was 50 years old at the time of his death. He first entered the industry in 1900 with the Buffalo Spring & Gear Co.

Sid. G. Harris, sales engineer, is now associated with the Metropolitan Body Co., of Bridgeport, Conn., manufacturers of standard truck cabs and bodies. He will cover the factory branch and agency trade in Greater New York, with headquarters at the firm's plant in Long Island City. He has been identified with automotive interests for the past 5 years.

Harter B. Hull, president and manager of Harter B. Hull Motor Co., Waterloo, Iowa, has been appointed general manager of Dodge Brothers' direct factory dealership in Memphis, Tenn., and will assume his new duties this week. Mr. Hull organized the first exclusive motor truck show ever held in the United States in Des Moines in 1917. He formed the Des Moines Truck Dealers' Association and continued as its president as long as he remained in Des Moines.

E. J. Hermann, formerly with the Martin-Parry Corp. and recently with the Continental Car Co., has joined the Field Body Corp., of Owosso, Mich., as supervisor of distribution.

E. A. Kelly, familiarly known as "Ned," was elected Secretary and Treasurer of the Splitdorf Electrical Company at a special meeting of the Board of Directors. It was only recently that Mr. Kelly was taken from the Detroit selling territory and brought to the home office to take complete charge of the Splitdorf Branch House and distributive organizations and act as Director of Advertising. His acquaintance in the automotive field is wide.

Charles F. Kettering, president of the General Motors Research Co., and C. B. Hayes, president of the Hayes Wheel Co., are among the automotive executives who are en route for Europe to visit the Olympia show.

Robert A. Kiefer, well known in the compressor and pump manufacturing business, has joined the organization of the Wall Pump & Compressor Co., Quincy, Ill., in the capacity of Director of Sales. He will supervise in the expansion of the sales organization and will assist in the development of new lines that are to be placed on the market.

F. M. Kincaid has been appointed chief engineer of Commerce Motor Truck Co., and N. T. Mismer has been appointed service manager. Both men have been members of the Commerce organization for a number of years, the new appointments being in recognition of special achievement.

C. D. LeFevre has been placed in charge of a new automotive air brake sales and service branch which the Westinghouse Air Brake Co. has opened in the General Motors Bldg., Detroit. Mr. LeFevre has served for several years as assistant secretary of the S. A. E. and at one time was special factory representative of the Westinghouse Union Battery Co.

John H. Mack, who has been manager of the St. Louis branch of the Autocar Co., of Ardmore, Pa., for the past six years, has been named special factory representative of the company in New York City. E. S. Mills, formerly of the factory at Ardmore, has been temporarily appointed acting manager.

A. J. Romer has entirely severed his relations with the Romer Motors Corp., Taunton, Mass., where he had served in the capacity of Chief Engineer. It is his intention to function as a consulting engineer with headquarters in New York City. His extensive experience particularly equips him in specialization on automotive products and automatic production conveyor systems.

P. G. Sedley has become associated with the Equipment Sales force of the Lincoln Products Co., Chicago. For the last eight years Mr. Sedley acted as Factory Branch Manager for the Eisemann Magneto Corp. Prior to that he was New York Manager of the Heinze Electric Co.

E. E. Sieg and J. C. Haggart, general manager and chief engineer respectively of the Republic Motor Truck Co., Inc., Alma, Michigan, are making a trip to the Pacific Coast to investigate the truck situation in that territory.

C. G. Sinsabaugh, News Editor of The Class Journal Company, has resigned to accept a position with the American Automobile Association as managing editor of the American Motorist.

Charles R. Speaker has been appointed Washington representative for the Roller-Smith Co. with headquarters in the Evening Star Bldg. Mr. Speaker graduate electrical engineer of Columbia University served his apprenticeship with the Worthington Pump and Machinery Corp., after which he entered the engineering department of the American Telephone and Telegraph Co. He has also served in the Naval Air Service and in the Navy Department.

Robert J. Stokes, secretary of the Thermoid Rubber Co., Trenton, N. J., has been elected president of the Asbestos Brake Lining Asso., succeeding M. F. Judd, vice-president of the Raybestos Co., Bridgeport, Conn., who resigned.

Sam S. Toback, one of the best known and most successful automobile merchandisers in the industry, has resigned from the management of the New York branch of the Nordyke & Marmon Co. His successor has not been announced. Mr. Toback has been identified with the industry over a long period of years. He has not announced his plans for the future.

Robert R. de Ville, well known to the leading jobbers in the West, has accepted a position with the Manley Mfg. Co., York, Pa. Mr. de Ville will be the Territorial Manager, with headquarters at Fort Worth, Texas, and will have charge of sales in certain portions of the following states: Missouri, Arkansas, Louisiana, Texas, Oklahoma, and Kansas.

C. C. Wheaton, former advertising and divisional sales manager of the Lancaster Steel Products Corp., Lancaster, Pa., is now engaged in sales promotion work at the Central Steel & Wire Co., Chicago.

Thomas H. White II, son of Windsor T. White, chairman of the board of the White Motor Co., has been appointed general manager. He represents the third generation of the Whites and has been connected with the company since 1916.

C. H. Williams has been elected as director and vice-president in charge of branch sales of the Mason Tire and Rubber Co., Kent, Ohio. He was with Goodyear for twelve years, devoting two years to opening branch offices in this and several foreign countries.

Goodrich Personal Changes

Several changes in the sales organization of The B. F. Goodrich Rubber Company have been made recently according to announcements just made by that company.

George B. Campion, who was District Manager at New York, has been transferred to Akron as Manager of Mechanical Goods Sales, succeeding T. A. Bennett, who has been appointed manager of the Products Control Department, New Goods Division.

George Sawin goes to New York as District Manager. Mr. Sawin formerly was branch manager at Chicago. W. J. McKeown has succeeded him as Chicago branch manager, having been advanced from territorial salesman.

W. H. Moore, former Detroit Branch Manager, has been called to Akron for an assignment in the Automobile Tire Department.

Gregory Flynn, formerly Manufacturers Sales Representative at New York, has been transferred to Detroit to succeed Mr. Moore as branch manager.

W. M. Stonestreet has been transferred from Oklahoma City to St. Louis as Branch Manager, while **E. C. Bard,** former operating manager at Kansas City, takes his place as Branch Manager at Oklahoma City.

F. E. Rusk has resigned as manager at Omaha and R. R. Huston, who, until recently, was connected with Automobile Tire Department at Akron, has succeeded him.

F. S. Evans has been appointed to succeed **L. H. Delhi** as Branch Manager at Charlotte, N. C.

Railroad Enters Motor Stage Business

Western Railroad Company Sets Precedent in Establishing Bus Line. Motor Bus Schedules Will Co-ordinate With Those of the Trains

By ARIEL E. V. DUNN

THE entry of a railroad into the auto stage business marks a new epoch in western transportation annals. For 20 years the Spokane, Portland and Seattle Railway Company's steam and electric lines have served the Pacific Northwest. And now, this service has been supplemented by a new passenger bus system from Portland to Rainier.

True, the initial schedule covers only one "run" of 50 miles, and only six buses are being used at present, but railway officials frankly admit that should results justify such a step, bus lines will be extended over the entire Spokane, Portland and Seattle Railway system.

New Step Being Watched

Inasmuch as the Spokane, Portland and Seattle Railway is the first in the West to inaugurate bus operation over the public highways, it is setting an important precedent, and the result of this step will be carefully watched by many in the transportation field.

A subsidiary corporation, to be known as the Spokane, Portland and Seattle Transportation Company, was formed to handle the newly inaugurated bus system. Operation of the buses began on August 20, from the new Municipal Stage Terminal on Salmon and Sixth Street, Portland. A five-year lease has been taken by the Spokane, Portland and Seattle Transportation Company on this terminal, which has only recently been completed, and which provides every modern convenience, including waiting rooms, ticket office, rest rooms, drug store, and lunch counter, with the driveway and platform in the rear. At Scappose, St. Helens and Rainier, the railway stations will be used, with an additional station in St. Helens.

Complete System of Highways

The construction of an extensive system of hard surfaced highways in Oregon and Washington during the past few years has developed a situation which is particularly advantageous to the transportation of passengers by motor stages. The Spokane, Portland and Seattle Transportation Company has chosen the famed Columbia River Highway over which to route the new bus line. The trip through this district lying northwest of Portland for 50 miles along the lower Willamette and Columbia Rivers, with views of snow capped mountains, through fertile and attractive valleys skirted by neighboring hills, is an especially attractive one.

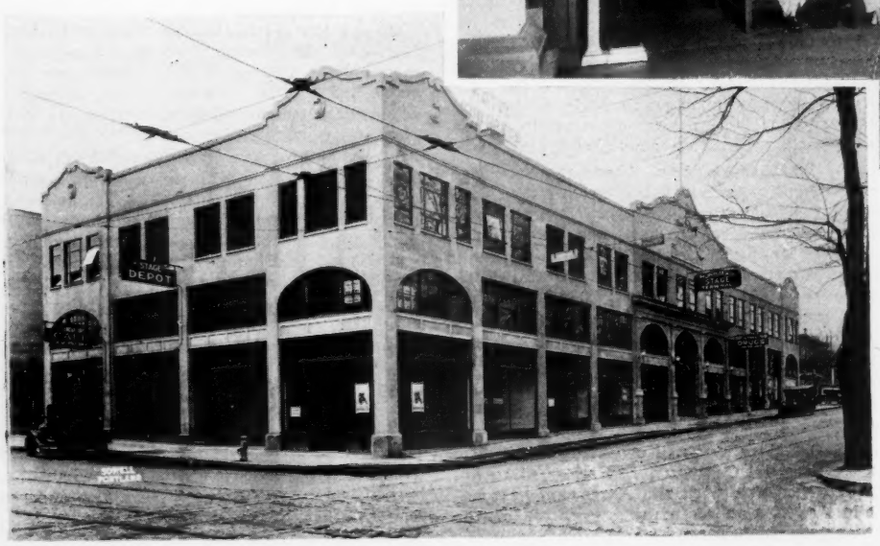
From Portland to Rainier are several industrial towns. St. Helens is a county seat, and Rainier has lumber mills and other industries, and is connected by direct ferry across the Columbia River, with Longview, Washington, which recently received so much nation-wide publicity, as "the city built by plan," under the sponsorship of the Long-Bell Lumber Company.

Eight trips daily are made in each direction between Portland and Rainier, with a late evening extra run from Portland on Saturdays, Sundays and holidays. The stage schedules will be co-ordinated with those of the trains, giving passengers the benefit of combined schedules, and the choice of stage or train, as fares will be the same and tickets will be honored interchangeably.

Parallels Railroad Tracks

Stages will make the trip from Portland to St. Helens in an hour and 25 minutes, and Rainier in two hours and 15 minutes, making connections with the Longview ferry in both directions. The new bus lines parallel the railroad tracks a large portion of the way, offering an equally enticing view of the beautiful pastoral country, the splendid scenery of Willamette and Columbia Rivers, and Mt. Hood and Mt. St. Helens of the Cascade range.

The six 22-passenger buses purchased for this service are made up from the



Above: Comfortable Interior of the Municipal Stage Terminal.

Left: A Five-Year Lease Has Been Taken by the S. P. & S. Transportation Co. on This Terminal.

model "50-A" White Chassis, with bodies by Alexander Christie & Company of Seattle.

The ladies' compartment provides for a seating capacity of 12 passengers, while there is room for eight in the smoking compartment, and two with the driver. A baggage compartment is provided in the rear. Steel and aluminum have been used throughout to reduce the weight and increase the strength.

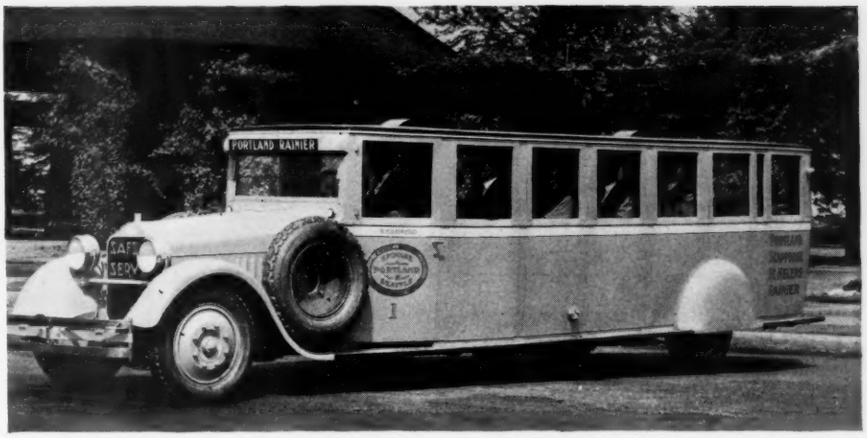
The seats and backs are exceptionally comfortable and are upholstered in genuine brown-grained leather. They are removable for cleaning. The floors are covered with battleship linoleum. Seven ceiling lights and three ventilators are provided. Heat is provided by the exhaust.

The stages are painted a moss gray color of Duco enamel, with a band of ivory and blue trimming.

Operation of the new bus system will be taken care of by the established departments of the railway company. The operating offices of the Spokane, Portland and Seattle Railway will have charge of this department of the bus system; the accounting offices, the traffic offices and the purchasing offices of the railway company will officiate in similar capacities for the bus company. In this, at least, the railroad has an advantage for the various departments under which the buses will operate, have had 20 years of practical experience in handling these transportation problems.

The stage line will also have the benefit of the experience and judgment of officers and operators of high standing in the transportation field, who will devote their attention to its conduct as carefully as to that of steam and electric lines under their jurisdiction.

W. F. Turner is president, A. J. Davidson, general manager, and R. H. Crozier, general passenger agent of the Transportation Company as well as the railway company.



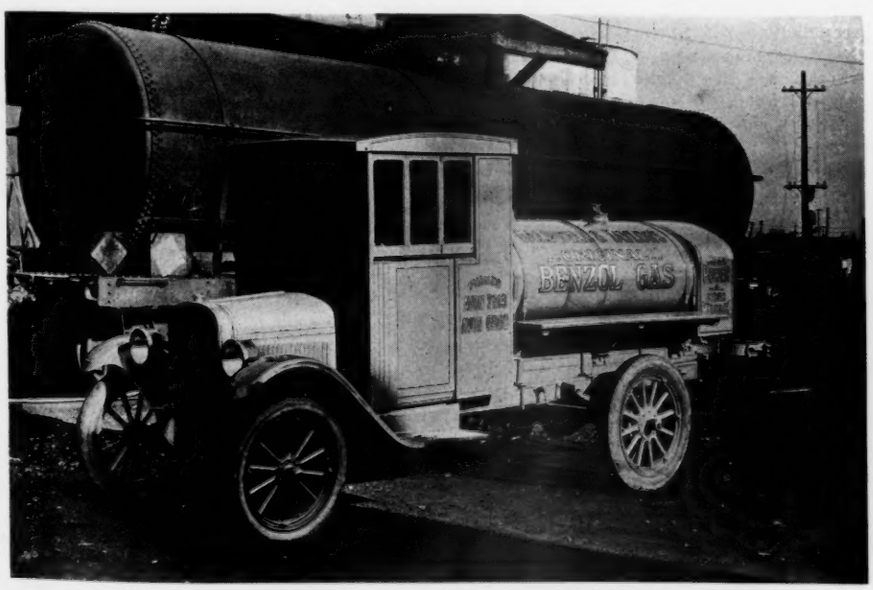
Type of the 22-Passenger White Buses Placed in Operation in Portland by the S. P. & S. Transportation Co.

Highland Cab for Light Jobs

The Highland Body Mfg. Co., Cincinnati, has added another size to its line of closed cabs. This is the Model D-50, which is made of light material so as to better adapt it to the truck of the speed type, although it can also be used on the heavier models as a light cab.

This cab is of the same design as the Highland Model D-60 and D-54, being equipped with doors arm high that roll into pockets beside the driver's seat, where they automatically lock and with windows independent of the doors, that slide and fold as they open and when not needed are locked into the rear corner. The rear window drops into a pocket behind the lazy back, which is on springs. The cushions are the deep, spring type, in pairs. The windshield is the clear vision, full ventilating type.

The increased use of electric trucks in New York City has necessitated the addition of another large Electric Truck Service Station, the largest and most completely equipped in Manhattan. This new service station, properly equipped for housing, battery care and charging body and chassis repair and painting, has been established by The Commercial Truck Company at 23d Street and 11th Avenue.



Highland Body, Model D-50, Adapted to Speed Chassis

Central Depot for Return Truck Loads Desirable

Investigations by the Bureau of Public Roads of the United States Department of Agriculture indicate that a central depot or warehouse where trucks delivering farm products to cities may secure return loads is of great benefit to both farmers and truckers.

A large number of trucks enter each of our cities daily bringing milk, garden, and other farm products. Most of them return empty, so that half of the mileage traveled is without profit. Many have attempted to secure return loads by giving cheap rates and going to various points about the city to collect shipments. In some cases this has proved worth while, but in others it has been abandoned, as the profit did not justify the time and expense.

In the city of Baltimore a number of motor truck operators are maintaining jointly a central freight depot, which, according to all of the truck operators who make use of it, is a great success. Any freight or merchandise to be delivered to farmers in the surrounding territory may be delivered at this station through the delivery system of concerns from which purchases are made. A truck from the country after delivering the incoming load calls for the freight consigned to points along its route. This plan does away with the hit-and-miss system of collecting merchandise all over the city from many different business and manufacturing concerns. One operator who has kept a record of his expenses and profits has found that his truck earned in one year a net profit of $2,362, of which fully 65 per cent was due to return load earnings.

Wisconsin Designs a New Six for Bus Service

WITH the demands of bus service in mind the new Wisconsin, type Z, 4½ x 5 in. six cylinder engine has been designed with provisions for an oversize electric generator, an air compressor, magneto ignition and an inertia governor. The engine is capable of developing 105 h. p. at 2400 r. p. m. In conformity with the established practice of the Wisconsin Motor Manufacturing Co. the crankshaft is carried in four main bearings and lubrication is full pressure to all bearings on this shaft.

The crankcase, bottom pan and cylinder head cover are aluminum castings and the cylinder block, timing gear cover, cylinder head and detachable bell housing are iron castings. The throws of the crankshaft are unusually heavy and oil leads are drilled from each main bearing to the adjacent crankpins.

The lower cap of the connecting rods is secured by four bolts and the upper ends are bronze bushed, and oscillate freely on the piston pins. Flat head cast iron pistons having four rings above the pin are used. The lower and wider ring is a slotted oil ring. An unusual feature is the piston pin, which is not locked in the usual manner. The pin is keyed in one piston boss, which provision restrains the pin from rotating. Endwise movement of the pin is prevented by snap rings.

Four bronze bearings carry the cam shaft which is driven by a cast iron gear at the front end. The cam shaft gear is driven from an idler gear of Bakelite which meshes with the steel pinion on the front end of the crankshaft. The composition idler gear meshes with a steel pinion on the accessory shaft at the right side of the engine, the water and oil pumps, magneto and battery ignition head being driven from this shaft. At the left side of the engine, the cast cam shaft gear drives a composition pinion on the generator shaft and below this is located another pinion of similar material which drives the air compressor through a long propeller shaft as the latter accessory unit is located back of the middle of the engine.

Cylinders are cast en bloc. Combustion spaces are machined in cylindrical shape in the cylinder head casting with the valves located in the flat head at the top.

The valves are operated by overhead rocker arms and push rods. Spark plugs are set at an angle at the right side of the head. Their bosses like the valve seats are provided with ample water space clear around.

A combination intake and exhaust manifold bolts on to the left side of the cylinder head. Six individual exhaust ports are incorporated and while the intake portion of the manifold connects with the head at two points, the coring of the latter is arranged to form six individual intake ports. Excellent distribution is obtained, the gas having approximately the same distance to travel to any cylinder. The manifold is flanged to carry a standard 1¼ in. carburetor and is arranged with a hot spot at the top of the riser section. When desired a K-P governor can be interposed between the carburetor and intake manifold flange.

The oil pump is bolted on the under side of an extension of the bottom face of the crankcase. No external tubing is used for the oil line, as connections are drilled at the mounting surface. Inside the crankcase heavy copper tube connections extend to the interior of the cylindrical oil screen under the center of the false bottom of the crankcase pan and also to the end of header which supplies the main bearings. A vertical line running up through the push-rod enclosure connects the hollow rocker shaft with the main oil line. Oil pressure is regulated to 10 lb. per sq. in. at low speeds and 30 lb. at open throttle positions.

The drive gears for the pump are located in a barrel extension of the aluminum crankcase. A centrifugal water pump is bolted on the back face of the barrel extension and the drive shaft extends through the pump to drive the magneto through a universal coupling. The magneto is carried on a shelf which is cast on the side of the crankcase. At the opposite side of the engine the generator is flange mounted on the back of the timing gear case. Special attention has been paid to the demands of bus lighting. Space is allowed for the installation of a generator of 6½ in. diameter and 12 in. length.

A Westinghouse 2-cylinder air compressor can be mounted on a plate which bolts on the under side of the bottom flange of the crankcase. The starting motor is mounted on the bell housing on the magneto side of the engine.

Road King Buses Built Along Popular Lines

On a special motor bus chassis, the Mason Motor Truck Co., Flint, Mich., has introduced two new types of passenger-carrying vehicles—the Sedan Bus and the Metropolitan. The former is a high-speed interurban type and the latter a 21-passenger utility bus. They are constructed along the "pay-as-you-enter" lines, which is finding greater favor by both public and operator.

The Road King bus has a 168 in. wheelbase and uses a 46 h. p., 4-cyl., 4 x 5, special bus engine. Pressure lubrication to all bearings, electric starting and lighting, pump cooling and Zenith carburetor are used. The clutch is a 12-in. Borg & Beck, the transmission a three-speed separately mounted and the drive to the bevel gear rear axle through a divided propeller shaft. Springs are semi-elliptic, the rears being equipped with auxiliaries which come into action after the vehicle is partly loaded. Tires are pneumatics, 30 x 5 type, the rears being duals.

The 21-passenger bus has double cross seats 32 inches wide; ceiling is 74½ inches and the aisle is 17 inches wide. Body specifications are as follows:

Length at beltline, outside, 198 in.; length of floor 193 in.; width at belt 87 in.; height inside, floor to ceiling cross bows 74½ in.; width—center aisle 17 in.; width—seats 32 in.; distance between seats 31 in.; weight 3120 lbs.

The standard equipment includes: Advertising rails, heater, deck ventilators, signal buzzers, marker lights, large dome lights, door-opening courtesy light, stop light, lockers in front end for tools, etc.; entrance door-grab handles, interior hand rails, tire carrier under floor, sun visor, leather seat, all leather-upholstered driver's seat, rear end bumper, front sign box without rolls, curtain back of driver.

White ash with all joints mortised, tenoned and secured with forged steel braces makes up the body frame. Mouldings securing outside steel panels are screwed on to permit easy removal for repairs or replacement. Large front end lockers are provided for storage purposes.

One of the New Types Offered by Mason on a Special Bus Chassis

KEY OF ABBREVIATIONS

Wheelbase:
°—More than one wheelbase furnished.

Tires:
§§—Unless marked otherwise all tires are solids.
•—Pneumatics standard equipment.
‡—Pneumatics at Extra Cost.
†—Dual on Rear.

Engine:
Bud—Buda Co., Harvey, Ill.
Con—Continental M. Corp., Detroit, Mich.
D—Head & Side
GBS—Golden, Belknap & Swartz Co., Detroit, Mich.
H—Overhead.
Her—Hercules M. Mfg. Co., Canton, Ohio.
Hin—Hinkley Motors, Inc., Detroit, Mich.
H-S—Herschell-Spillman Motor Co., North Tonawanda, N. Y.
H-C—Holl Scott Motor Co., Berkeley, Cal.
L—L-Head.
Lyc—Lycoming M. Corp., Williamsport, Pa.
Mid—Midwest Eng. Co., Indianapolis, Ind.
FP—Full Pressure to all bearings including wrist pins.
PC—Pressure to all crankshaft and connecting rod bearings.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co., Waukesha, Wis.
Wis—Wisconsin M. Mfg. Co., Milwaukee, Wis.
Yell—Yellow Sleeve Valve Eng. Works, East Moline, Ill.
X—Sleeve.

Governor:
Con—Continental M. Corp., Detroit, Mich.
Dup—Duplex Eng. Gov. Co., Brooklyn, N. Y.
Han—Handy Gov. Co., Detroit, Mich.
Hin—Hinkley Motors, Inc., Detroit, Mich.
McK—E. R. Klemm, Chicago, Ill.
Mon—Monarch Gov. Co., Detroit, Mich.
Non—Not Supplied.
Pha—Pharo Mfg. Co., Detroit, Mich.
Pie—Pierce Governor Co., Anderson, Ind.
Sim—Duplex Eng. Gov. Co., Brooklyn, N. Y.
Wau—Waukesha M. Co., Waukesha, Wis.

Radiator:
Bre—Bremer-Tully Mfg. Co., Chicago, Ill.
Bus—Bush Mfg. Co., Hartford, Conn.
Cor—Corcoran Mfg. Co., Cincinnati, Ohio.
Chic—Chicago Mfg. Co., Chicago, Ill.
E&M—English & Mersick Co., New Haven, Conn.
Fed—Fedders Mfg. Co., Buffalo, N. Y.
Fle—Flexo Mfg. Co., Los Angeles, Cal.
G&O—G. & O. Mfg. Co., New Haven, Conn.
Har—Harrison Rad. Corp., Lockport, N. Y.
Idl—Ideal Sheet Metal Works, Chicago, Ill.
Lon—Long Mfg. Co., Detroit, Mich.
McC—McCord Rad. & Mfg. Co., Detroit, Mich.
McK—McKinnon Dash Co., Buffalo, N. Y.
Per—Racine Radiator Co., Racine, Wis.
R-T—Rome-Turney Rad. Co., Rome, N. Y.
S-J—Shotwell-Johnson Co., Minneapolis, Minn.
Spl—Splitdorf Electrical Co., Newark, N. J.
Stn—Standard Radiator Co., Inc., Springville, N. Y.
US—U. S. Cartridge Co., Lowell, Mass.
Whe—Wheeler Rad. & Mfg. Co., E. Cleveland, Ohio.

Fuel System:
Car—Carter Carburetor Co., St. Louis, Mo.
Ens—Ensign Car. Co., Los Angeles, Cal.
G—Gravity.
Hol—Holley Carburetor Co., St. Louis, Mo.
Joh—Johnson Co., Detroit, Mich.
Mar—Marvel Carburetor Co., Flint, Mich.
P—Pressure.
Ray—Beneke & Kropf Mfg. Co., Chicago, Ill.
Sco—Briscoe Devices Corp., Pontiac, Mich.
She—Wheeler Schebler Carburetor Co., Indianapolis, Ind.
Ste—Detroit Lubricator Co., Detroit, Mich.
Str—Stromberg Motor Devices Co., Chicago, Ill.
Til—Tillotson Mfg. Co., Toledo, Ohio.
V—Vacuum.
Zen—Zenith-Detroit Corp., Detroit, Mich.

Electrical System:
‡—Generator & Starter at Extra Cost.
†—Starter not Supplied, Generator at Extra Cost.
A-C—Allis-Chalmers Mfg. Co., Milwaukee, Wis.
Apo—Apollo Magneto Corp., Apollo, Pa.
A-K—Atwater Kent Mfg. Co., Phila., Pa.
A-L—Electric Auto-Lite Corp., Toledo, O.
Ber—Ericsson Mfg. Co., Buffalo, N. Y.
Bij—Bijur Motor Appliance Co., Hoboken, N. J.
Bos—American Bosch Magneto Co., Springfield, Mass.
Con—Connecticut Telephone & Electric Co., Meriden, Conn.
Del—Dayton Engin. Lab. Co., Dayton, Ohio.
Dyn—Owen Dyneto Corp., Syracuse, N. Y.
Eis—Eisemann Magneto Corp., Brooklyn.
G&D—Gray & Davis, Boston, Mass.
Kin—Kokomo Electric Co., Kokomo, Ind.
K-W—K W Ignition Co., Cleveland, Ohio.
L-N—Leece-Neville Co., Cleveland, O.
N-E—North East Elec. Co., Rochester, N. Y.
Non—Not Supplied.
POL—Prest-O-Lite Co., Inc., Indianapolis, Ind.
Rem—Remy Electric Co., Anderson, Ind.
RBo—Robert Bosch Magneto Co., New York, N. Y.
Sci—Scintilla Magneto Co., New York, N.Y.
Sim—Simms Magneto Co., E. Orange, N. J.
Spl—Splitdorf Electrical Co., Newark, N. J.
Wag—Wagner Elec. Mfg. Co., St. Louis, Mo.
Wes—Westinghouse Elec. & Mfg. Co., Springfield, Mass.
USL—U. S. Light & Heat Corp., Niagara Falls, N. Y.

Clutch & Gearset:
•—Other ratios optional.
A—Amidships.
B & B—Borg & Beck Co., Chicago, Ill.
B-L—Brown-Lipe Gear Co., Syracuse, N. Y.
Cot—Cotta Transmission Corp., Rockford Ill.
Cov—Covert Gear Co., Lockport, N. Y.
Det—A. J. Detlaff Co., Detroit, Mich.
D-G—Detroit Gear & Machine Co., Detroit, Mich.
Dod—Dodge Brothers Co., Detroit, Mich.
D—Disk.
Dun—Dundore Mfg. Co., Reading, Pa.
Durs—Durston Gear Corp., Syracuse, N. Y.
Ful—Fuller & Sons Mfg. Co., Kalamazoo, Mich.
G-L—Grant Lee Gear Corp., Cleveland, O.
Har—Hartford Auto Parts Corp., Hartford, Conn.
Hoo—Hoosier Clutch Co., Muncie, Ind.
H-S—Hele-Shaw, Merchant & Evans Co., Philadelphia, Pa.
J—Unit with Jackshaft.
K—Cone.
M-E—Merchant & Evans Co., Phila., Pa.
M-M—Mechanics Mach. Co., Rockford, Ill.
Mun—Muncie Gear Works, Muncie, Ind.
O—Disk in Oil.
P—Plate.
R—Rear Axle.
U—Unit with Engine.
W-G—Warner Gear Co., Muncie, Ind.

Universal:
Blo—Blood-Bros. Mach. Co., Allegan, Mich.
Det—Universal Products Co., Detroit, Mich.
Har—Hartford Auto Parts Corp., Hartford, Conn.
M-M—Mechanics Machine Co., Rockford, Ill.
M-E—Merchant & Evans Co., Phila., Pa.
Pet—Cleveland Universal Parts Co., Cleveland, Ohio.
Pic—Carl Pick Co., West Bend, Wis.
Sne—Snead & Co., Jersey City, N. J.
Spi—Spicer Mfg. Corp., S. Plainfield, N. J.
The—Thermoid Rubber Co., Trenton, N. J.
U-M—Universal Machine Co., Bowling Green, Ohio.
U-P—Universal Products Co., Detroit, Mich.

Front and Rear Axles:
½—Semi-Floating.
¾—Three-Quarter Floating.
Atl—Atlas Axle Co., Wilmington, Del.
Cla—Clark Equip. Co., Buchanan, Mich.
Col—Columbia Axle Co., Cleveland, O.
Con—Continental Axle Co., Edgerton, Wis.
C—Chain.
B—Straight Bevel.
D—Dead.
Eat—Eaton Axle Co., Cleveland, Ohio.
Fli—Flint Motor Axle Co., Flint, Mich.
F—Floating.
Huc—Huck Axle Co., Chicago, Ill.
I—Internal Gear.
LM—L. M. Axle Co., Cleveland, Ohio.
P—Spur Gear.
R—Double Reduction.
Rus—Russel Motor Axle Co., Detroit, Mich.
S—Spiral Bevel.
Sal—Salisbury Axle Co., Jamestown, N. Y.
She—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
Shu—Shuler Axle Co., Inc., Louisville, Ky.
Std—Standard Parts Co., Cleveland, O.
Tim—Timken Detroit Axle Co., Detroit, Mich.
Tor—Eaton Axle & Spring Co., Cleveland, Ohio.
Vul—Vulcan Motor Axle Co.
Wal—Walker Axle Co., Chicago, Ill.
W—Worm.
Wis—Wisconsin Parts Co., Oshkosh, Wis.

Brake:
A—Rear Wheels only.
B—Drive Shaft and Rear Wheels.
C—Front and Rear Wheel.
D—Jackshaft and Rear Wheels.

Springs:
Am—American Auto Parts Co., Detroit, Mich.
Arm—General Motors Co., Pontiac, Mich.
Bea—Beans Spring Co., Inc., Massillon, O.
Bet—Betts Bros. Sp. Co., Inc., San Francisco, Cal.
Cha—Champion Auto Sp. Co., St. Louis, Mo.
Del—D. Delany & Son, Newark, N. J.
Det—Detroit Steel Prod. Co., Detroit, Mich.
G-C—Garden City Sp. Works, Chicago, Ill.
Har—Harvey Sp. & Forging Co., Racine, Wis.
I-C—Iron City Spring Co., Pittsburgh, Pa.
Lig—Liggett Sp. & Axle Co., Monongahela, Pa.
Mar—Maremont Mfg. Co., Chicago, Ill.
Mat—Mather Spring Co., Toledo, O.
Mer—E. R. Merril Spring Co., New York.
Pen—Penn Sp. Works, Baldwinsville, N. Y.
Per—Perfection Sp. Co., Cleveland, O.
Phi—Phila. Sp. Works, Phila., Pa.
P.S.—Point Sp. Co., Pittsburgh, Pa.
She—Sheldon Axle & Sp. Co., Wilkes-Barre, Pa.
S. S.—Standard Steel Sp. Co., Coraopolis, Pa.
Ste—Sterling Spring Co., Pittsburgh, Pa.
Tem—Temme Sp. Corp., Chicago, Ill.
Tut—Tuthill Sp. Co., Chicago, Ill.
U. S.—United States Sp. Co., Los Angeles, Cal.
Vul—Jenkins Vulc. Sp. Co., Richmond, Ind.

Steering Gear:
CAS—C. A. S. Products Co., Columbus, O.
Dit—Ditwiler Mfg. Co., Galion, Ohio.
Dod—Dodge Bros. Co., Detroit, Mich.
Gem—Gemmer Mfg. Co., Detroit, Mich.
Jac—Saginaw Products Co., Saginaw, Mich.
Lav—Lavine Gear Co., Milwaukee, Wis.
M-P—Muncie Gear Works Corp., Muncie, Ind.
Ros—Ross Gear & Tool Co., Lafayette, Ind.
Sag—Saginaw Products Co., Saginaw, Mich.
Woh—Wohlrab Gear Co., Racine, Wis.

Wheels:
Arc—Archibald Wheel Co., Lawrence, Mass.
A-W—Auto Wheel Co., Lansing, Mich.
Bim—Bimel Spoke & Auto Wheel Co., Portland, Ind.
Bud—Budd Wheel Co., Phila., Pa.
Cla—Clark Equip. Co., Buchanan, Mich.
Day—Dayton Steel Foundry Co., Dayton, Ohio.
Det—Detroit Panel & Plywood Co., Detroit, Mich.
Dis—Disteel Wheel Corp., Detroit, Mich.
Hay—Hayes Wheel Co., Jackson, Mich.
Hoo—Hoopes, Bro. & Darlington, Inc., West Chester, Pa.
Ind—Indestructible Wheel Co., Lebanon, Ind.
Int—Interstate Foundry Co., Chicago, Ill.
Jon—Jones, Phineas & Co., Newark, N. J.
Kel—Kelsey Wheel Co., Detroit, Mich.
MM—Michigan Malleable Iron Co., Detroit.
Mot—Motor Wheel Corp., Lansing, Mich.
Mun—Muncie Wheel Co., Muncie, Ind.
Nor—Northern Wheel Corp., Alma, Mich.
Pru—Prudden Wheel Co., Lansing, Mich.
Roy—Royer Wheel Co., Aurora, Ind.
Sch—Schwarz Wheel Co., Phila., Pa.
Smi—Smith Wheel, Inc., Syracuse, N. Y.
StM—St. Marys Wheel Co., St. Marys, O.
Std—Standard Wheel Co., Terre Haute, Ind.
Van—Van Wheel Corp., Oneida, N. Y.
Wal—Walker Axle Co., Chicago, Ill.
Way—Wayne Wheel Co., Newark, N. Y.
Whit—Whitcomb Wheel Co., Kenosha, Wis.

Rim Equipment:
Fir—Firestone Steel Products Co., Akron, Ohio.
Gdy—Goodyear Tire & Rubber Co., Akron, Ohio.
Hay—Hayes Wheel Co., Jackson, Mich.
Jax—Jaxon Steel Prod. Co., Jackson, Mich.
Kel—Kelsey Wheel Co., Detroit, Mich.
Mil—Miller Rubber Co., Akron, Ohio.
Non—None Supplied.

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Passenger Transportation Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Specially Designed Motor Bus Chassis See Pages 48 and 49

See Table for Replacement Data. Truck Frame Dimensions Are Included in Same Table

(Where prices are not given it is because we have been unable to get them from authoritative sources)

For full name and address of manufacturer and information regarding complete line see page 47

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size §§ Front (inches)	General: Tire Size §§ Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
1000 Pounds																																	
Chevrolet Sup.Com.Ch	410	103	30x3½*	30x3½*	Own	3½x4	21.7	H	PS	Non	Har	Zen	G	Rem	Rem	Own	K	Own Sup	U	3	Own	Own Sup	S	1½	3.77	12.5	A	Own Sup	S.S	Own	Hay	Jax	1430
Overland..91	395	100	30x3½*	30x3½*	Own 91	3½x4	19.6	L	PC	Non	Own	Til	G	A-L	A-L	B&B	P	Own 91	U	3	Own	Own 91	B	½	4.50	17.6	A	Own 91	Own	Own	Hay	Hay	1550
1500 Pounds																																	
§Corbitt S.	1300	130	34x5	34x5	Con	3¾x5	22.5	L	PS	Non	McC	Str	V	Eis	Dyn	B-L	D	B-L 31	U	3	Spi	She W1002	W	½	6.00	20.0	A	She 33FA	She	Ros	Bim	Fir	3420
Dodge Brothers	730	116	32x4*	32x4*	Own	3 7/16x4½	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	Own	D	Own	U	3	Own	Own	S	½	4.54	18.9	A	Own	Own	Own	Kel	Kel	1992
Rainier...R-31	1970	125	35x5*	35x5*	Con N	3¾x5	22.5	L	PS	Mon	Har	Zen	V	Eis	Non	B-L	D	B-L 30	U	3	Har	Tim 6258	W	½	6.75	22.5	A	Tim 1250	Per	Lav	Jon	Fir	2500
§Ruggles 15	....	122	32x4½*	32x4½*	H-S 30	3½x5	19.6	L	PS	Non	Per	Zen	G	Bos	Bos	M-E	P	Ful J	U	3	Spi	Col 3000	B	¾	5.81	19.7	A	Col 3000	Det	Jac	Nor	Fir	2300
White 15	2400	133½	34x5*	34x5*	Own GK	3¾x5 1/8	22.5	L	SP	Non	Own	Zen	G	....	....	Own	D	Own 15	A	4	Spi	Own 15	B	½	5.36	18.6	A	Own 15	....	Own	Woo	Fir	3225
Yellow Cab Dl Mod T3	1295	109	29x4½*	29x4½*	Con V-7	3¾x5	22.5	L	PS	Non	Lon	Zen	G	Bos	N-E	B-L	D	B-L 30Y	U	3	Spi	Tim 5330	B	½	4.90	16.3	B	Tim 1341 Dey	Mar	Gen	Mot	Fir	2500
1 Ton																																	
Autocar F	2200	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N†	Own	P	Own F	A	3	Spi	Own F	R	F	8 30	33.2	A	Own F	Del	Ros	Hoo	....	3800
Autocar G	2300	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N†	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	....	3900
Bessemer G	....	124	35x5*	35x5*	Con N	3¾x5	19.6	L	PS	Non	Stn	Str	V	Bos	Bos	Ful	D	Ful TU¾	U	3	Blo	Tor Bevel	B	D	....	....	A	She 350	Per	Ros	Sch	Fir	3000
§Bethlehem KN	1595	125	33x5*	33x5*	Own KN	3½x5	19.6	L	FP	Non	Bus	Zen	V	Bos	G&D	B&B	P	D-G	U	3	Spi	Eat 1000	B	½	6.86	21.8	....	Eat 750	Mat	Lav	Van	Fir	2750
Betz J-3	1850	140	34x5*	34x5*	Own J-3	3¾x5 1/8	22.3	L	....	Non	Chi	Zen	G	Bos	Bos	B-L	P-D	B-L 30	U	3	Pet	Tim 6352	W	½	....	....	A	Tim 1250	Mar	Ros	....	Fir	3150
Brockway E-3	....	135	33x5*	33x5*	Wis SU	4x5	25.6	H	PC	Non	G&O	Zen	V	Eis	L-N	B-L	D	B-L 30	U	3	Spi	Col 52024	S	F	5.13	20.5	A	Col 5089	Row	Gen	....	Fir	2900
Casco A	1700	130	34x5*	34x5*	Bud WTU	3¾x5 1/8	23.4	L	PC	Non	G&O	Zen	V	Bos	Bos	Ful	....	Ful SUI	U	3	Spi	Col 52000	S	½	5.85	23.4	A	Col 5000	Sta	Woh	Arc	Fir	3200
§Chevrolet Sup	550	120	31x4*	34x4½*	Own Sup	3 11/16x4	21.7	H	PS	Non	Har	Zen	G	Rem	Rem	Own	K	Own Sup	U	3	Own	Own Sup	S	½	5.43	18.1	A	Own Sup	S.S	Own	Hay	Jax	1850
Commerce 11	....	127	34x5	34x5	Con N	3¾x5	22.5	L	SP	Non	Lon	Zen	V	Bos	Bos	Ful	D	Ful SU2	U	3	U-M	Sal 1481	B	¾	5.85	23.4	A	Sal 1415	Amc	Jac	Smi	Fir	2930
Concord E	2500	135	34x5*	36x6*	Bud GBU	4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Wes	B-L	D	B-L 30	U	3	Spi	Tim 6352	W	½	6.20	24.8	A	Tim 1452	....	Ros	Arc	Fir	3500
Corbitt E	1600	130	34x3½‡	34x4‡	Con N	3¾x5	22.5	L	PS	Non	McC	Str	V	Eis	Bij‡	B-L	D	B-L 31	U	3	Spi	She W1501	W	½	7.80	25.9	A	She 33FA	She	Ros	Bim	....	3730
§Diamond T75	....	130	33x5*	33x5*	Her OX	4 x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	Cov	D	Cov JUC	U	3	Spi	Col 52000	B	¾	5.12	18.5	A	Col 5000	Mat.	Gen	Mot	Fir	2825
Diehl A	....	115	34x4½*	35x5*	Con N	3½x5	19.6	L	PS	Non	Per	Zen	G	Sim	Non	B&B	P	Dur 02800	U	3	Har	Tor OX2L	I	D	5.30	....	A	Sal 1455	Mar	Ros	Sch	Fir	2400
Dorris K-2	2490	Opt	33x5*	33x5*	Own	4 x5½	25.6	H	PC	Non	Mod	Str	V	Bos	Wes	Own	D	W-G	U	3	Spi	Tim 5512	B	½	4.23	15.6	A	Tim 1250	Row	Ros	Mun	....	2000
Duplex G	....	132	33x5*	33x5*	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	Mod	Zen	V	Wes	Wes	B-L	D	B-L	U	3	Pet	Tim	B	½	5.50	22.0	A	Tim 1250	Pen	Woh	Mot	Fir	3000
Federal R-2	....	132	33x5*	33x5*	Con J-4	3¾x5	22.5	L	FP	Non	Own	Zen	V	Eis	Rem	B&B	P	Det	U	3	Pet	Tim 6250	W	½	5.60	18.7	A	Tim 1250	....	Gem	Dis	....	2950
§Ford T	370	124	30x3½*	32x4½*	Own T.T.	3¾x4	22.5	L	....	Non	Own	Own	G	Own	Own	Own	D	Own TT	U	2	Own	Own TT	W	½	Opt	19.9	B	Own TT	Own	Own	Own	Own	1572
Fulton A	1495	130	35x5*	35x5*	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	Liv	Zen	G	Sim	Dyn	Cov	D	Cov JNC	U	3	Spi	She W1002	W	½	6.10	....	A	Col 5038	Row	Lav	Hoo	Fir	3600
§Garford 15	....	132	34x5*	34x5*	....	3 5/16x5 1/8	21.0	L	PC	Non	....	....	G	....	....	....	P	Own 15	U	3	....	....	W	½	6.50	....	A	Own 15	....	....	....	....	3500
§Gary WLD	1590	132	36x5	36x5	Bud WTU	3¾x5 1/8	22.5	L	PC	Pie	Chi	Str	V	Eis	Rem	Ful	D	Ful TU¾	U	3	Blo	Tim 5511	W	½	5.50	24.7	A	Tim 1452	Det	Ros	Pru	Gdy	3200
§GMC K-16	....	132	34x5*	34x5*	Own K-16	3½x5½	19.6	L	FP	Own	McC	Mar	G	Sim	Rem	Own	D	Own K16	U	3	U-M	Own K-16	B	¾	6.00	21.9	A	Own K-16	....	Own	Kel	....	3435
Gotfredson 20 B	....	131	33x5*	33x5*	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	McC	Zen	V	Rem	Rem	B&B	P	B-L 20	U	3	Spi	Cla-B307	B	½	5.00	15.0	B	Sal 1546-E	Amc	Gem	Van	Fir	3000
§Graham BB	1175	130	33x5	33x5*	Dod	3 7/16x4½	24.0	L	PS	Non	McC	Ste	V	N-E	N-E	Dod	D	Dod	U	3	U-P	Own	S	½	5.10	21.2	A	Dod	Det	Dod	StM	Fir	2630
Cramm-Bern.10-Sp.	....	129	33x5*	33x5*	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Zen	G	Con	A-L	Mun	D	Mun T2311B	U	3	Own	Sal 1483	B	¾	5.75	23.0	B	Sal	Per	Ros	Van	Fir	2370
Grass-Premier 40	1360	126°	32x4½*	33x5*	Lyc CT	3¾x5	22.6	L	PC	Non	Chi	Str	V	Bos	Bos	B-L	D	B-L	U	3	Spi	Cla	S	½	5.10	28.0	A	Sal	Det	Ros	StM	Fir	2600
Independent (Iowa)J	1450	135	34x5*	34x5*	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	Chi	Zen	V	Bos	Bos	Ful	D	Ful	U	3	Blo	Sal	B	....	5.73	....	A	Shu	Tut	Lav	StM	Fir	3480
Indiana 11	....	129°	34x5*	34x5*	Her OX	4 x5	25.6	L	PC	Non	McC	Str	G	A-L	A-L	B&B	P	Mun T-23	U	3	Blo	Cla 307	S	½	5.66	22.6	A	Sal D	She	Ros	Bim	Fir	3300
Internt'l "S"	....	124	32x4½*	32x4½*	Lyc-Spec	3½x5	19.6	L	PC	Non	Lon	Ens	G	Con	A-L	Mun	D	Mun	U	3	Sne	Eat	I	D	6.30	25.2	A	Tor 75	Sta	CAS	Opt	....	2750
Kearns H	1150	118	32x4½*	32x4½*	H-S 7000	3½x5	19.6	L	PS	Non	Own	Zen	V	Bos	Dyn	B&B	....	Ful	U	3	M-E	Col 5200B	B	F	5.85	18.0	A	She D-260	She	Lav	Sch	Fir	2000
Kenworth OS	2150	131	30x5	30x5	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	Own	Str	V	Bos	Non	B-L	P	B-L 30	U	3	Blo	She W 1002	W	½	6.00	28.8	A	She 33FA500	Lah	Ros	Smi	Fir	4100
Kenworth OL	2250	140	30x5	30x5	Bud WTU	3¾x5 1/8	22.5	L	PC	Non	Own	Str	V	Bos	Non	B-L	P	B-L 31	U	3	Blo	She W 1501	W	½	7.80	37.5	A	She 33FA500	Lah	Ros	Smi	Fir	4200
King-Zeitler	2050	134°	34x4‡	34x5‡	Con J4	3¾x5	22.5	L	FP	Pha	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 31	U	3	Pic	Tim 6258	W	½	6.75	32.4	A	Tim 1460	Mar	Gem	Bim	Fir	3750
Kissel	1585	140	34x5*	34x5*	Own	3 7/16x5½	24.1	L	SP	Non	McC	Str	V	Rem	Rem	W-G	D	W-G T38L	U	3	Spi	Tim 6258	W	..	6.2	22.8	A	Tim 1452	Mat	Jac	Std	Sch	3780
Luedinghaus	....	130	34x4½*	34x4½*	Wau X	3½x4¾	19.6	L	PC	Non	Own	Zen	G	Spl	Dyn	B&B	P	D-G D-Y	U	3	....	Wis 800G	W	½	....	....	A	Col 5000	....	Lav	....	....	2850
§Menominee	1650	132	34x5*	34x5*	Wis SU	4x5	25.6	H	PC	Non	Per	Zen	G	Eis	Bos	B&B	P	Det KY400	U	3	Spi	Col 5200	S	½	4.58	18.3	A	Col 52000	Per	Lav	Std	Fir	2925
Moreland R-R	1875	130	34x5*	34x5*	Her OBX	4x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	B-L	D	B-L 30	U	3	Pet	Tim 5512	B	½	5.37	22.0	A	Tim 1250	U-S	Ros	....	Fir	3335
Moreland RC	2280	180	32x6*	32x6*	Her OBX	4 x5	25.6	L	PN	onC	Own	Zen	G	A-L	A-L	B-L	D	B-L 30	U	3	Pet	Tim 5512	B	½	5.37	22.0	A	Tim 1250	U-S	Ros	Own	Gdy	3850
§Nash 2018	1595	130	34x4‡	34x5‡	Own 4	3¾x5½	22.5	L	F	Sim	Lon	Str	G	Eis	A-L	B&B	P	D-G C	U	3	Own	Cla 1-D	I	D	6.80	21.8	D	Own 2018	Har	Lav	A-W	....	3400
		151	34x5*	34x5*	Con S4	4¼x4½	28.9	L	FP	Non	Chi	Str	G	B-L	Bos	B-L	D	Ful LTU5	U	3	Spi	Cla B307	W	½	5.66	....	A	Tim 1250	Tut	Ros	StM	Fir	2700
																		Ful LTU4				Cla B-360	B	½	6.28	25.1	B	She 33FA	Tut	Ros	Bim	Fir	3400

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For full name and address of manufacturer and information regarding complete line see page 47

Trade Name and Model	General				Engine									Electrical System		Clutch		Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System Carburetor (Make)	Fuel System Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
1½ Ton—Con'd																																
§Indiana 11A	....	114	30x5*	34x7*	Her OX	4 x5	25.6	L	PC	Non	Lon	Str	G	Eis	Non	B&B	P	B-L 31	U	3	Blo	She W-1501	W	½	6.50	31.2	A	Sal-D	She	Ros	Bim	Fir	3600
Indiana 15	....	145°	34x3½	34x6	Her OX	4 x5	25.6	L	PC	Non	Lon	Str	G	Eis	A-L‡	B&B	P	B-L 35	U	3	Spi	She W-1501	W	½	7.80	31.2	A	She 33FA500	Bea	Ros	Bim	.....	4113
International 33	....	128	36x4	36x6	Own 33	3¾x5	22.5	L	SP	Own	Own	Own	G	RBo	Non	Own	D	Own 33	A	3	Own	Own 33	I	D	8.00	32.5	A	Own 33	.....	Own	Own	.....	4070
Kearns N	1650	136	34x4	34x6	H-S 7000	3½x5	19.6	L	PS	Non	Own	Zen	V	Bos	Dyn	Ful	D	Ful LTU5	A	3	M-E	Tor A	I	...	7.60	30.0	A	She 33FA	She	Lav	.....	Fir	3000
Kelly-Springfield K70	2900	150	36x4	36x7	Con K-4	4½x5¼	27.2	L	FP	Pie	Own	Zen	G	Eis	Del	B&B	D	B-L 51	A	4	Spi	Own	W	½	6.80	36.4	A	Own	Mat	Ros	StM	Non	5887
King Zeitler	2375	140°	34x4‡	34x6‡	Con J-4	3¾x5	22.5	L	FP	Pha	Chi	Str	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Pic	Tim 6462	W	½	7.75	37.2	A	Tim 1526	Mar	Gem	Bim	Fir	4300
Kissel	1975	152	36x3½‡	36x6‡	Own 40000	3⅞x5½	24.1	L	SP	Pie	MeC	Str	V	Eis	Rem‡	W-G	D	W-G T-38L	U	3	Spi	Tim 6462	W	½	7.80	28.5	A	Tim 1526	Mat	Jac	Pru	Std	4100
Kleiber	2600	147	36x4‡	36x7‡	Con K4	4½x5¼	27.2	L	FP	Non	R-T	Str	V	RBo	Non	B-L	D	B-L 50	A	4	Spi	Tim 6460	W	½	7.75	41.5	A	Tim 1540	Bet	Ros	Smi	.....	4300
Lange 1½	2950	145°	34x4‡	34x6‡	Con J4	3¾x5	22.5	L	FP	Non	Own	Str	V	Apo	Wes	B-L	D	B-L 35	U	4	Pet	Tim 6462A	W	½	8.75	46.8	A	She D 485	She	Ros	Hoo	Opt	4600
Larabee XH	3200	168	34x7	34x7	Con 6B-6	3¾x5	22.5	L	PC	Opt	Fed	Zen	G	Bos	Bos	B-L	D	B-L 31	U	3	Spi	She W-1501	W	½	6.50	26.7	A	She D 485	She	Ros	Smi	Fir	4450
§Larrabee XJ	2950	168	36x6	36x6‡	Con 8R-6	3⅜x4½	27.3	L	PC	Opt	Fed	Zen	G	Bos	Bos	B-L	D	B-L 31	U	3	Spi	She W-1501	W	½	7.80	37.3	A	She D 485	She	Ros	Smi	Fir	4200
Luedinghaus	....	144°	34x3½‡	34x5‡	Wau Y	4 x5¼	25.6	L	PC	Non	Own	Zen	G	Spl	Dyn‡	B&B	P	Det	U	3	Spi	Wis 800H	W	½	.....	.....	A	Shu 510	.....	Lav	.....	.....	4500
§Mack AB	3000	146½	36x4‡	36x3½‡	Own AB	4 x5	25.6	L	PS	Own	Own	Zen	G	Spl	Non	Own	D	Own AB	U	4	Spi	Own AB	C	D	*6 99	33.8*	B	Own AB	Mer	Own	.....	.....	5200
Mack AB	3450	146½	36x4‡	36x3½‡	Own AB	4 x5	25.6	L	PS	Own	Own	Zen	G	Spl	Non	Own	D	Own AB	U	4	Spi	Own AB	R	F	*7.60	36.8*	B	Own AB	Mer	Own	.....	.....	5600
§Mason Road King	1495	130	34x5*	34x5*	Her 0	4 x5	25.6	L	PC	Non	Fed	Zen	G	A-L	A-L	B&B	D	W-G Spec	U	3	Spi	Fli Spec	B	F	5.50	19.3	...	Fli Spec	Arm	Lav	Bud	Fir	3320
Master 21	2290	142	34x4	34x6	Bud GBU	4 x5¼	25.6	L	PC	Pie	Thi	Zen	V	Eis	Non	Ful	B	Ful LTU8	U	3	Spi	Tim 6460	W	½	Opt	Opt	A	She 550	Det	Ros	Pru	.....	4300
Menominee H	2475	144	36x3½‡	36x5‡	Wis SU	4 x5	25.6	H	PC	Mon	Own	Zen	V	Eis	Bos	Det	D	Cot AAU	U	3	Spi	Wis 800H	W	½	8.25	30.3	A	Shu 510	Tut	Ros	Std	Fir	4220
Moreland BX	2275	132	36x4‡	36x6‡	Her OBX	4 x5	25.6	L	PC	Non	Own	Zen	G	A-L	A-L	B-L	D	B-L 30	U	3	Pet	Tim 6461	W	½	7.00	28.0	A	Tim 1460	U.S	Ros	Smi	.....	4125
Nel'n-LeM'nGP1-1½	....	Opt	36x4	36x6	Con S-4	4¼x4½	28.9	L	FP	Pha	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 35	U	3	Spi	Tim 6258	W	½	7.00	.....	A	Tim 1542	Tut	Ros	StM	Gdy	3400
§Noble A-21	2200	144	34x5*	36x6*	Bud WTU	3¾x5½	22.5	L	PC	Non	Chi	Zen	V	Eis	Bos	Ful	D	Ful LTU5	U	3	Blo	She 1501	W	½	6.50	26.0	R	She 33FA	.....	Ros	Bim	Fir	3800
O. K.	1750	149	36x3½	36x5	Bud CTU	3¾x5¼	22.5	L	PC	Non	Own	Zen	V	Eis	Non	Ful	D	Ful LTU3	U	3	Har	Wis 800H	W	½	9.33	.....	...	Shu 510	Tut	Ros	Bim	Gdy	4100
Ogden D2	....	136	36x3½	36x5	Con J-4	3¾x5	22.5	L	FP	Pha	Chi	Zen	V	Spl	Bos	B-L	D	B-L	U	3	Pic	Tim 6462	W	½	7.75	25.8	A	Tim	Tut	Ros	Bim	Non	3400
Power	....	136	35x5	35x5	Hin	3¾x5¼	22.5	L	PC	Non	Mod	Str	V	Eis	Wes	B-L	D	B-L 31	U	3	Pet	Tim 6460	W	½	5.00	.....	...	Tim 1520	Pen	Ros	StM	Fir	3250
Rainier R36	2590	147	34x3½‡	34x5‡	Con J-4	3¾x5	22.5	L	FP	Pie	E-M	Zen	V	Eis	Del‡	B-L	D	B-L 30	U	3	Spi	Tim 6462	W	½	7.75	25.8	A	Tim 1526	She	Ros	Jon	.....	2900
Republic 10F	....	140	34x4	34x5	Lyc CT	3¾x5	22.5	L	PC	Non	Own	Str	V	Bos	Bos	Ful	D	Ful	U	3	Spi	Eat	I	D	6.28	25.0	B	Eat	Mat	Jac	Nor	Fir	3400
§Ruggles 21	....	150	30x5*	32x6*	Own	4 x5	25.6	L	...	Non	Per	.....	G	Rem	Rem	B-L	D	B-L 30	U	3	Spi	Col 53000	S	¾	.....	.....	...	Col 5000	.....	Jax	Nor	Fir	3000
§Rumely A	2150	144	36x3½‡	36x5‡	Bud CTU	3¾x5¼	22.5	L	PC	Pie	Mod	Str	G	Eis	Bos‡	Ful	D	Ful LTU 5	U	3	Blo	She 1501W	W	½	7.80	.....	A	Shu 510	.....	Gem	.....	.....	4050
Sandow	1895	138	34x4	34x6	Bud WTU	3¼x5 1/8	16.9	L	PS	Non	Chi	Str	V	Eis	Non	Ful	D	Ful TU¾	U	3	Spi	She 1501W	W	½	7.75	.....	...	.....	.....	Ros	Opt	Fir	3595
Sanford W-15	2150	140	36x6	36x6	Con-8R-6	3⅜x4½	27.3	L	PS	Non	R-T	Str	G	Con	Dyn‡	Ful	D	Ful	U	3	Spi	She 1501	W	½	6.50	26.6	A	She 33FA	She	Gem	Van	Fir	5170
Schacht H	2500	144	36x3½‡	36x7‡	Wis SU	4 x5	25.6	H	PC	Non	Own	Zen	V	.....	Non	Ful	D	Ful GU7	U	4	Blo	Wis 60D	R	½	7.00	33.6	A	Shu 510	She	Ros	.....	.....	4500
Selden 30	....	137	34x3½‡	34x5‡	Con J-4	3¾x5	22.5	L	FP	Non	Lon	Str	G	Eis	N-E‡	B-L	D	B-L 30	U	3	Spi	Tim 6460	W	½	7.00	23.3	A	Tim 1-52	Per	Lav	Arc	.....	4250
Service 33	....	146	34x3½‡	34x6‡	Bud GBU-1	4 x5¼	25.6	L	PC	Non	McC	Str	V	Eis	Rem‡	B&B	P	B-L 35	A	4	Spi	Tim 6352	W	½	7.20	38.5	A	Shu 350	She	Ros	Int	.....	4695
Service 25C	....	Opt	30x5*	32x6	Bud WTU	3¾x5 ⅛	22.5	L	PC	Non	Lon	Zen	V	Eis	Non	B-L	P	B-L 30	U	3	Blo	Eat 1500	B	½	6.1	23.0	A	Shu 312	She	Ros	Bim	Fir	3650
Standard 1½K	....	144	34x3½*	34x5*	Con J-4	3¾x5	22.5	L	PS	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 30	U	3	Spi	Tim 6352	W	½	7.20	31.3	A	Tim 1452	Amc	Ros	.....	.....	3466
§Sterling 1½	3345	142	36x3½	36x5	Own	4 x5¾	25.6	L	PC	Wau	Own	Zen	V	Eis	Bos	B-L	D	B-L 35	U	4	Spi	Tim 6462	W	½	6.50	34.8	A	Tim 1460	Mat	Ros	Hoo	Non	4780
Stewart 17	1595	145	34x5*	34x5*	Lyc C	4 x5	25.6	L	PC	Non	Own	Zen	G	Rem	Rem	Ful	D	Ful LTU4	U	3	Spi	Cla 1-D	B	¾	6.28	25.1	B	Col 7003	Det	.....	.....	Fir	3200
Traffic	1750	128	35x5*	35x5*	Con N-4	3¾x5	22.5	L	FP	Non	Own	Car	G	Bos	G-D	Cov	D	Cov MUNC	U	3	The	Rus 34-I	I	D	6.15	22.5	A	Own	Det	Own	Day	Fir	3400
Transport 26	....	140	34x3½‡	34x5‡	Bud WTU	3¾x5 ½	22.5	L	PC	Non	Mod	Zen	V	Eis	Rem‡	Ful	D	Ful SU-1	U	3	Har	Cla I-D	I	D	7.25	29.0	A	Col 7000	Det	Jac	Mot	.....	3800
Traylor B	2390	140	34x3½*	34x6*	Bud WTU	3¾x5 ½	22.5	L	PC	Non	G&O	Zen	G	Spl	Wes‡	Cov	D	Cov MUSC	U	3	M-E	She W-1501	W	½	7.80	28.0	A	She 33FA	Mer	Ros	Sch	.....	4300
§Triangle A	1985	144	34x3½*	34x6*	Wau BUX	3¾x5¼	22.5	L	PC	Wau	Per	Str	G	Eis	Eis‡	Ful	D	Ful LTU5	U	3	Blo	Cla 1-D	I	D	7.25	29.0	B	Col 7007	Det	Gem	Roy	Fir	3750
§Union E	2250	150	34x7*	34x7*	Con 6M	3⅜x4½	27.3	L	PC	Non	G&O	Zen	G	Bos	Bos	Ful	D	Ful GU-7	U	4	Blo	Cla B360	S	...	.....	.....	B	Shu 5410	Mat	Jax	Ind	Fir	4420
§United 30	....	148	34x5*	34x5*	Her OX	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Bos	B-L	D	B-L 30	U	3	Blo	Col 52025	B	¾	5.80	23.7	A	Shu 310	Det	Lav	.....	Fir	2940
United 32	....	148	34x4	34x7	Her OX	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Bos	B-L	D	B-L 30	U	3	Blo	Wis 40	R	½	6.00	24.5	A	Shu 310	Det	Lav	.....	Fir	3740
§U S N	....	144	36x3½*	36x6*	Bud	3¾x5 ½	22.5	L	PS	Non	Lon	Str	V	Bos	Bos‡	Ful	D	Ful LTU4	U	4	Blo	Cla I-D	I	D	7.60	30.4	A	Shu 350	She	Lav	Sch	.....	3800
Wachusett J	2800	148	36x6	36x6	Con J4	3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos	Bos	B-L	D	B-L 35	U	4	Har	Tim 6352	W	¾	7.20	38.5	...	Tim 1452	Sav	Ros	Smi	Fir	3300
Walker-Johnson L	2500	137	34x5*	36x6*	Hin 300	3¾x5¼	22.5	L	PC	Hin	Bus	Zen	V	Bos	Bos	Ful	D	Ful LTU4	U	4	Spi	Tim 6352	W	½	7.20	26.0	A	Shu 350	S.P	Ros	Arc	Fir	3600
Wilcox BB	2550	135	36x4	36x5†	Own BD	4¼x5	28.9	L	SP	Dup	.....	Str	G	Bos	Wes	Own	D	Own Q	A	4	Own	Wal 2A	R	½	8.25	29.9	B	Shu 550	She	Own	.....	Non	4600
Wisconsin B	1850	136	33x5	32x6	Wau Y	4 x5¼	25.6	L	PC	Pha	Chi	Str	V	Opt	Bos	B-L	D	B-L 31	U	3	Spi	Tim 5511	W	½	6.25	31.5	A	Tim	Det	Ros	Bim	Gdy	3200
Witt-Will N	2450	144	36x3½	36x6	Con C-4	4 1/8x5¼	27.2	L	PC	Pie	Own	Zen	G	Eis	Non	B-L	D	B-L 35	U	3	Spi	Tim 6460	W	½	7.00	30.3	A	Tim 1520	She	Ros	Arc	Fir	4000
2 Ton																																
Acme 40	....	141	34x3½‡	34x5‡	Con J4	3¾x5	22.5	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot AAU	U	3	Blo	Tim 6460	W	½	8.75	35.0	A	Tim 1520	Det	Ros	Bim	.....	3980
Acme 40-L	....	147	34x3½‡	34x5‡	Con K-4	4 1/8x5¼	27.2	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot RU	U	4	Blo	Tim 6460	W	½	7.00	36.4	A	Tim 1520	Det	Ros	Bim	.....	4583
Autocar F	2200	97	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N†	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G	2300	120	34x4‡	34x6‡	Own 2	4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos	L-N†	Own	P	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
§Autocar H	3450	114	34x5‡	36x8‡	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	.....	5500
§Autocar K	3550	138	34x5‡	36x8‡	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	.....	5600
Available JH-2	....	152	36x4	36x6	Her 0	4 x5	25.6	L	PC	Pie	Chi	Zen	G	Bos	Bos‡	B-L	D	B-L 30	U	3	M-E	Tim 6560	W	F	7.75	31.0	A	Tim	Tut	Ros	Sch	Non	4400
§Bethlehem GN	2495	137½	36x4	36x7	Own GN	4 x5¼	25.6	L	PC	Pie	Bus	Zen	V	Bos	G&D	B&B	P	D-G C	U	3	Spi	Wis 60A	R	½	7.75	24.8	...	She 33FA 500	Mat	Lav	Smi	Fir	4100
Buffalo 9&10	2750	140	34x5‡	36x8‡	Her 0	4 x5	25.6	L	PC	Pie	Own	Str	V	Bos	Bos	Cov	D	Cov	U	3	Spi	She W-103	W	½	7.75	.....	...	She D 370	She	Ros	Jon	Gdy	5400
§Clinton 45	2840	163	34x4‡	34x4‡	Bud GTU	4 x5¼	25.6	L	PC	Han	Own	Zen	G	.....	Bos	B-L	D	B-L 35	A	4	M-E	Tim 6462	W	½	7.75	41.5	A	Tim 1520	Per	Ros	StM	.....	4875
Concord G	3250	140	36x4‡	36x4‡	Bud GBU	4 x5½	25.6	L	PC	Pie	Own	Zen	V	Eis	Non	B-L	D	B-L 35	U	4	Spi	Tim 6560	W	½	9.25	49.4	...	Tim 1544	.....	Ros	Arc	Fir	4150
Concord H	3700	150	36x4‡	36x4‡	Bud EBU	4 x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Wes	B-L	D	B-L 50	U	4	Spi	Tim 6460	W	½	6.75	36.1	...	Tim 1520	.....	Ros	Arc	Fir	4250
Corbitt C	2750	148	36x4‡	36x7‡	Con K-4	4 1/8x5¼	27.2	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 35	U	3	Spi	She W-103	W	½	10.6	35.6	A	She 3FA10	She	Ros	Bim	Fir	5265
Day-Elder BN	....	144	34x3½*	34x5‡	Con J-4	3¾x5	22.5	L	FP	Non	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 31	U	3	Spi	Tim 6462	W	½	7.25	28.6	A	Col 7018	She	Gem	Van	Fir	4100
Defiance E	....	140	35x5‡	38x7‡	Con J4	3¾x5	22.5	L	PS	Pie	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU10	U	4	Spi	Wis 66	R	½	9.25	44.4	A	Col 7000	Det	Lav	StM	Fir	3865
Defiance EL2	....	157	36x5‡	38x7‡	Con J4	3¾x5	22.5	L	PS	Pie	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU10	U	4	Spi	Wis 66	R	½	9.25	44.4	A	Col 7000	Det	Lav	.....	Fir	3965
									PC	Non	Own				Non	B-L		B-L 35	U	4	Spi		W	½	6.50	26.0	A	Tim 1520	She	Ros		Fir	6500
									PC	Non	Own				Non	B-L		B-L 50	U	4	Spi		W	½			A		S.P	Ros		Fir	4450

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For full name and address of manufacturer and information regarding complete line see page 47

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size §§ Front (inches)	General: Tire Size §§ Rear (inches)	Engine: Make and Model	Engine: Bore and Stroke (inches)	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System Carburetor (Make)	Engine: Fuel System Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Make	Clutch: Type	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
2½ Ton—Con'd																																	
Day-Elder DN	....	144	36x4‡	36x7‡	Con K-4	4⅛x5¼	27.2	L	FP	Mon	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	F	8.50	45.1	A	Col 7018	She	Gem	Van	Fir	5100
Diamond-T U2	....	160	36x4‡	36x8†	Hin 1400	4x5¼	25.6	L	FP	Own	G&O	Str	V	Bos	Non	Cov	D	Cov RU4C	U	4	Spi	Tim 6560	W	F	7.90	36.8	A	Tim 1544B	Mat	Gem	....	....	5250
Dixon C	3250	154	36x4	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Pie	G&O	Zen	G	Bos	Non	Ful	D	Ful GU-8	U	4	Har	Tim 6460	W	F	Opt	Opt	A	Tim 1520	S.P	Ros	Smi	Non	5800
Dorris K4	3400	Opt	36x4‡	36x7‡	Own K4	4¼ x5½	28.9	H	SP	Own	McC	Str	G	Bos	Wes	Own	D	B-L 55	U	4	Spi	Tim 6566	W	F	7.75	38.6	A	Tim 1544B	Row	Ros	Smi	Fir	5150
Duplex AC	....	160	34x5‡	36x8	Hin 400	4 x5¼	25.6	L	PC	Opt	Mod	Str	V	Eis	Non	B-L	D	B-L 50	U	4	Pet	Vul 4	W	F	8.50	45.4	A	Vul 4	Pen	Ros	Mot	Fir	5500
Federal U2	....	157	36x4‡	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Pha	Own	Zen	V	Eis	Rem	B&B	D	D-G	U	4	Spi	Tim 6560	W	F	7.45	45 6	A	Own	....	Gem	Smi	Fir	5300
§Gary E25	3250	148	36x4‡	5€x10	Bud EBUI	4¼ x5½	28.9	L	PC	McC	Chi	Str	V	Eis	....	Ful	D	Ful	U	4	Spi	Tim 6566	W	F	8.50	41.0	A	Tim 1542	Mar	Ros	StM	Gdy	5500
G.M.C. K-41A	....	146	36x4‡	36x8‡	Own 41	4 x5½	25.6	L	FP	Own	Own	Mar	G	Sim	Rem	Own	D	Own 41	U	7	Own	Tim 6560	W	F	7.25	49.1	A	Tim 1542B	....	Own	Day	....	5595
G.M.C. K-41B	....	158	36x4‡	36x8‡	Own 41	4 x5½	25.6	L	FP	Own	Own	Mar	G	Sim	Rem	Own	D	Own 41	U	7	Own	Tim 6560	W	F	7.25	49.1	A	Tim 1542B	....	Own	Day	....	5695
G.M.C. K-41C	....	191½	36x4‡	36x8‡	Own 41	4 x5½	25.6	L	FP	Own	Own	Mar	G	Sim	Rem	Own	D	Own 41	U	7	Own	Tim 6560	W	F	7.25	49.1	A	Tim 1542B	....	Own	Day	....	5770
Gramm-Bernstein 125	....	144	36x4‡	36x7	Con K-4	4⅛x5¼	27.2	L	FP	Sim	Own	Str	G	N-E	N-E	Ful	D	Own 125	A	4	Own	She	W	½	7.70	36.7	...	Col	Per	Ros	Bim	....	4910
Grass-Premier 80	3050	163°	36x4‡	36x8	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Non	Str	V	Bos	Bos	B-L	D	B-L 51	A	4	Spi	Tim 6560	W	F	8.25	46.0	B	Tim	Det	Ros	StM	....	5400
Harvey WFB	2950	160	36x4	36x8	Bud ETU	4¼ x5½	28.9	L	PC	McC	Own	Str	G	Eis	Non	Ful	D	B-L 51	A	4	Spi	She W-21	W	½	8.75	46.8	A	She D-370	Bea	Ros	Smi	Non	6800
Hawkeye	2800	160	34x6*	36x8*	Bud EBU	4¼ x5½	28.9	L	FP	Dup	.....	Eis	G	Eis	Non	Ful	D	Ful-GU7	...	4	.....	Cla	B	...	8.1	.....	...	Cla	...	Ros	.....	.....	5000
Independent F2	2940	150	36x4	36x7	Con K-4	4⅛x5¼	27.2	L	FP	Non	Chi	Zen	V	Bos	Non	Ful	D	Ful	U	4	Blo	She W-21	W	½	8.75	.....	...	Shu	Tut	Lav	StM	Non	4950
Indiana 25	....	156	36x4	38x8	Own 38	4⅛x5½	27.2	L	PC	Pie	MeC	Str	V	Eis	Rem†	B&B	P	B-L 51	A	4	Sne	She W-21	W	½	8.75	50.8	A	She D-370	Bea	Who	.....	.....	6500
Indiana 26	....	159°	36x4	38x8	Own 38	4⅛x5½	27.2	L	PC	Pie	MeC	Str	G	Eis	Rem†	B&B	P	B-L 55	A	7	Sne	She W-21	W	½	8.75	83.0	A	She D-370	Bea	Who	.....	.....	6500
Indiana 26	....	.....	36x5	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Non	.....	Zen	G	Bos	Bos	Ful	D	Ful GU	U	4	U-M	Wis 900C	W	½	8.66	.....	...	Shu 550	Tem	Ros	Bim	Fir	.....
Kankakee H	....	.....	36x5	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Non	.....	Zen	G	Eis	Del‡	B&B	P	B-L 55	U	4	Pet	Cla 2H	I	D	8.00	42.8	A	Own	Mat	Ros	Cla	.....	6300
Kelly-Springfield K75	3600	154	36x5‡	36x10‡	Con L5	4¼ x5½	28.9	L	FP	Pie	Own	Zen	G	Eis	Del‡	B&B	P	B-L 55	D	4	Pet	Own	W	½	7.60	40.5	A	Own	Mat	Ros	StM	.....	6400
Kelly-Springfield K76	3600	154	36x5‡	36x10‡	Con L5	4¼ x5½	28.9	L	FP	Pie	Own	Zen	G	Eis	Del‡	B&B	P	B-L 55	D	4	Pet	Own	W	½	7.60	40.5	A	Own	Mat	Ros	StM	.....	6400
Kimball AC	3960	Opt	36x5‡	36x10	Wis UAU	4¼x6	28.9	L	PC	Non	Fle	Zen	V	Spl	Spl Wes	B-L	D	B-L 50	A	4	Pet	Tim 6560	W	F	7.75	41.4	A	Tim 1542	U.S	Ros	Smi	Fir	6000
King Zeitler	2875	156°	36x5‡	36x8‡	Con K4	4⅛x5¼	27.2	L	FP	Pha	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 51	A	4	Pic	Tim 6566	W	F	9.25	49.4	A	Tim 1544B	Mar	Gem	Bim	Fir	5400
Kissel	2875	168	36x4	36x8‡	Own 50000	4¼ x5½	28.9	L	SP	Pie	MeC	Str	V	Eis	Rem‡	W-G	D	W-G-T53	A	4	Spi	.....	W	F	8.50	42.5	...	.....	Mat	Jac	Pru	Std	5100
Kleiber	3850	163	36x5‡	36x10‡	Con L4	4⅛x5½	32.4	L	FP	Non	R-T	Str	V	RBo	Bos‡	B-L	D	B-L 51	A	4	Spi	Tim 6560	W	F	7.75	41.5	A	Tim 1544	Bet	Ros	Smi	.....	6500
Krebs K45	....	140	36x4‡	36x7‡	Con K4	4⅛x5¼	27.2	L	FP	Own	Own	Zen	D	Bos	Bos	B-L	D	B-L 35	A	4	Spi	Tim 6460	W	½	7.75	42.0	A	Tim 1544B	Mat	Ros	Smi	Fir	4730
Krebs K45	....	140	36x4‡	36x8‡	Con K4	4⅛x5¼	27.2	L	FP	Own	Own	Zen	V	Apo	Non	B-L	D	B-L 51	A	4	Pet	Tim 6566	W	F	9.25	49.5	A	Tim 1544B	S.P	Ros	Hoo	Opt	5200
Lange E	3650	153°	36x4‡	36x8‡	Con K-4	4⅛x5¼	27.2	L	FP	Non	Own	Str	V	Apo	Non	B-L	D	B-L 51	A	4	Spi	She W-22	W	½	7.75	47.0	A	She D-370	She	Ros	Smi	.....	5700
§Larrabee K-5	3550	176	36x4‡	36x8‡	Con L-4	4½x5½	32.4	L	FP	Pha	R-T	Zen	G	Bos	Non	B-L	D	B-L 51	A	4	Spi	....	W	F	....	.....	A	Shu 510	.....	Lav	.....	.....	4900
Luedinghaus	....	145°	36x4‡	36x8‡	Wau RU4R	4¼x4¾	28.9	L	PC	Non	Own	Zen	...	Spl	Non	B&B	P	D-G	U	4	.....	Tim	W	F	....	.....	A	.....	.....	.....	.....	.....	.....
§Mack AB	3400	146½°	36x4‡	36x4†	Own AB	4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	Non	Own	D	Own AB	U	4	Spi	Own AB	C	D	*8.98	43.5*	B	Own AB	Mer	Own	.....	.....	5400
§Mack AB	3850	146½°	36x4‡	36x4†	Own AB	4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	Non	Own	D	Own AB	U	4	Spi	Own AB	R	F	*9.25	44.9*	B	Own AB	Mer	Own	.....	.....	5950
Master 41	....	154	34x4	36x8	Bud EBU	4¼ x5½	28.9	L	PC	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful	U	4	Spi	Tim 6560	W	F	Opt	Opt	A	Tim	Det	Ros	Pru	Non	5700
Menominee D	2875	144	36x4‡	36x8‡	Wis TAU	4 x6	25.6	L	PC	Mon	Own	Str	G	Bos	Bos‡	Det	D	Cot AU	U	4	Spi	Wis 800I	W	½	8.60	45.0	A	Shu	Tut	Ros	Std	Fir	4870
Nelson & LeMoon	....	Opt	36x4	36x7	Con K-4	4⅛x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 50	A	3	Own	Tim 6566	B	F	7.70	.....	A	Tim 1542	.....	Ros	StM	Gdy	4100
Netco DH	3500	168	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Bus	Zen	V	Bos	Non	B-L	D	B-L 55	A	4	M-E	Tim 6560	W	F	7.75	41.4	A	Tim 1542B	Mat	Gem	Arc	Opt	5750
Noble D-51	3350	162	36x4‡	36x10	Bud ETU	4¼ x5½	27.2	L	PC	Pie	Chi	Str	V	Eis	Bos‡	Ful	D	Ful G-7	A	4	Blo	She W21	W	½	8.75	42.0	A	She V 370	Tut	Lav	Bim	Fir	5750
Ogden E2	....	160	36x4	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Pha	Chi	Zen	G	Spl	Bos	B-L	D	B-L 51	U	3	Pic	Tim	W	F	7.75	26.0	A	Tim	Tut	Ros	Bim	Gdy	5350
O.K. A	3250	150	36x4	36x8	Bud ETU	4¼ x5½	28.9	L	PC	Pie	R-T	Zen	V	Eis	....	Ful	D	Ful GU7	U	4	Har	Tim 6566	W	F	9.25	.....	...	Shu 550	Tut	Ros	Bim	Gdy	5350
Old Reliable B	3500	Opt	34x4	36x4†	Wis EAU	4¼x6	28.9	L	PC	Pha	Chi	Str	V	Bos	Bos †	Ful	D	Ful G	A	4	Pet	She W-21	W	½	8.75	42.0	A	She D-370	She	Ros	Sch	Non	6000
Oneida C9	3200	160	36x4‡	36x7‡	Hin 400	4 x5¼	25.6	L	PC	Han	Mod	Str	V	Apo	Bos†	Ful	D	Ful LT	A	4	Pet	Wis 900C	W	½	8.60	41.6	A	Shu 550	Mat	Row	Pru	.....	5700
Oshkosh BO	3875	146	40x8	40x8	Her O	4 x5½	25.6	L	FP	Dup	Own	Str	V	A-L	A-L	B-L	D	B-L 50	U	4	Pet	Own BO	B	F	8.00	43.0	B	Own BO	Tut	Ros	Roy	Fir	5400
Oshkosh BBO	3975	165	40x8	40x8	Her O	4 x5⅛	25.6	L	FP	Dup	Own	Str	V	A-L	A-L	B-L	D	B-L 50	U	4	Pet	Own BBO	B	F	8.00	43.0	B	Own BBO	Tut	Ros	Roy	Fir	5800
Power F	....	150	36x6*	36x8‡	Hin HA400	4 x5¼	25.6	L	PC	Hin	Mod	Str	V	Eis	Wes	B-L	D	B-L 51	U	4	Pet	Vul R-4	W	F	7.75	37.2	...	Vul F3	Row	Ros	StM	Fir	5300
Rainier R-20	3550	165	36x4‡	36x10‡	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Bus	Zen	V	Eis	Del‡	B-L	D	B-L 50	A	4	Spi	Tim 6560	W	F	8.50	45.4	A	Tim 1544B	She	Ros	Jon	.....	5500
Rainier R-20	3650	177	36x4‡	36x10‡	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Bus	Zen	V	Eis	Del‡	B-L	D	B-L 50	A	4	Spi	Tim 6560	W	F	8.50	45.4	A	Tim 1544B	She	Ros	Jon	.....	5650
Rowe CDW	3575	143°	34x4	36x8	Wis TAU	4 x6	25.6	L	PC	Han	Bus	Zen	V	Bos	Opt‡	B-L	D	B-L 51	U	4	Spi	Wis 88EF	R	F	8.75	31.0	A	She D-370	She	Ros	Hoo	Non	5675
Ruggles 40-H	....	148	36x4‡	36x8	Own 40H	4 x5	25.6	L	FP	Non	Per	Zen	G	Bos	Rem‡	B-L	D	B-L 35	U	4	Spi	Wis 88EF	W	F	7.85	42.0	A	Col 8500	Det	Jac	Nor	Fir	4850
Sandow	....	165	.....	.....	Bud ETU	4¼ x5½	28.9	L	PC	Mon	Chi	Str	G	Bos	Non	B-L	D	B-L 35	U	4	Spi	Tim 6560	W	F	9.25	37.0	...	Tim 1540B	.....	Ros	.....	.....	4600
Sanford W25A	3350	156	36x4	36x4†	Con L-4	4½x5½	32.4	L	FP	Pha	R-T	Str	G	Eis	Dyn	Ful	P	Ful	A	4	Spi	She 21	W	½	8.75	34.8	A	She D370	She	Ros	Van	.....	4290
Sanford W25B	3350	174	36x4	36x4†	Con L-4	4½x5½	32.4	L	FP	Pha	R-T	Str	G	Eis	Dyn	Ful	P	Ful	A	4	Spi	She 21	W	½	8.75	34.8	A	She D370	She	Ros	Van	.....	5330
§Schacht G	3400	156	36x4‡	36x8‡	Wis UAU	4¼x6	28.9	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own	A	4	Spi	Own	W	F	8.66	41.0	B	Own	She	Own	StM	.....	6400
Selden Unit 50	....	149	36x4‡	36x7‡	Con K-4	4⅛x5¼	27.2	L	FP	Pha	Lon	Str	G	Eis	N-E‡	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Det	Gem	Std	.....	5980
Standard 2½-3½K	....	147	36x4‡	36x8‡	Con K-4	4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos‡	B-L	D	B-L 35	A	4	Spi	Tim 6562	W	F	8.50	45.4	A	Tim 1542B	Amc	Gem	Day	.....	5400
Standard 2½-3½KS	....	147	36x4‡	36x8‡	Con K-4	4⅛x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos‡	B-L	D	B-L 55	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1542B	Amc	Gem	Day	.....	5488
§Sterling 2½	3805	156	36x4	36x4†	Own FU	4¾x5¾	30.6	L	PC	Wau	Own	Zen	V	Eis	Bos	B-L	D	Ful GU-5	U	4	Spi	Tim 6566	W	F	7.20	38.5	A	Tim 1544B	Mat	Ros	Hoo	.....	5550
Stewart 7X	2690	156	34x4‡	34x8‡	Bud HTU	4¼x5½	29.0	L	PC	Pie	Bus	Zen	V	Eis	Rem‡	Ful	D	Ful G	U	4	Spi	Cla 2-D	I	D	9.00	43.2	B	Col 8503	Amc	Ros	Cla	Fir	4820
Super Truck 50	3300	156	36x4‡	36x8‡	Wis TAU	4 x6	25.6	L	PC	Sim	Chi	Zen	G	Bos	Ves†	Ful	D	Ful GU-7	U	4	Spi	She W21	W	½	8.75	42.0	A	She D-370	She	Ros	Pru	.....	5200
§Triangle B	2785	150	36x4‡	36x7‡	Wau FU	4 x5¾	25.6	L	PC	Wau	Whe	Str	G	Eis	Spl†	Ful	D	Ful GU-7	U	4	Blo	Cla 2D	I	D	9.10	43.6	B	Eat CC3B	Det	Gem	Roy	Fir	4900
Twin City BW	2800	156	36x4	36x8	Own TW	4¼x6	28.9	H	PC	Own	Mod	Str	V	Bos	Non	B&B	P	Ful G7	U	4	Spi	Cla 2D	I	D	8.00	38.4	...	Shu 550	Mat	Ros	Bim	.....	4800
Union FLW&FW	3500	155	36x5	36x10	Wis TAU	4 x6	25.6	L	PC	Dup	G&O	She	G	Eis	L-N	Ful	D	Ful GU-7	U	4	U-P	Wal 25A	R	F	....	37.7	...	She D-370	Mat	Jac	Pru	Gdy	5900
Union FV	3150	155	36x5	36x10	Wis TAU	4 x6	25.6	L	PC	Dup	G&O	She	G	Eis	L-N	Ful	D	Ful GU-7	U	4	U-P	Vul 4-R	W	...	.....	.....	...	She D370	Mat	Jac	Smi	Gdy	....
§Union FWC	8000	200	38x7	42x9	Wis TAU	4 x6	25.6	L	PC	Dup	G&O	She	G	Apo	L-N	Ful	D	Ful GU-7	U	4	U-P	Wal 25A	R	F	....	37.7	...	Shu 650B	Mat	Jac	Smi	Gdy	.....
§United 50	....	156	34x4*	34x8‡	Her OX	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	.....	B-L	D	B-L 35	U	4	Blo	Wis 66	R	½	7.75	41.5	A	Shu 510	Det	Lav	.....	.....	4120
Wachusett L	3800	170	36x5	36x10	Con L-4	4½x5½	32.4	L	FP	Non	G&O	Zen	V	Bos	Bos	B-L	D	B-L 55	U	4	Har	Tim 6560	W	F	7.75	41.5	...	Tim 1542	Sav	Ros	Smi	Fir	5200
Walker-Johnson B	3600	166	36x5‡	36x10‡	Hin 500	4¼ x5½	28.9	L	PC	Hin	Bus	Zen	V	Eis	Bos†	Ful	D	Ful G	A	4	Spi	Tim 6560	W	F	8.50	40.8	A	Shu 550	S.P	Ros	Arc	.....	5300
Ward LaFrance	....	170	36x4	36x8‡	.....	4⅜x5¾	30.6	L	...	Non	Own	Str	G	Bos	Non	B-L	D	B-L 50	A	4	Spi	Tim 6560	W	F	7.25	38.7	...	Tim 1542B	Row	Ros	Hoo	.....	5900
Wilcox CC	3000	135	36x4	36x3½‡	Own CC	4¼x5	28.9	L	PC	Dup	G&O	Str	G	Bos	Wes‡	Own	D	Own Q	A	4	Own	Wal 25A	R	½	8.50	42.3	B	Shu 550	She	Ros	Arc	Fir	5000
Witt-Will S	2050	146	36x4‡	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Non	B-L	D	B-L 51	U	4	Spi	Tim 6560	W	F	8.25	40.0	A	Tim 1544	She	Ros			5000

3 Ton

Acme K	....	200	36x6	36x6†	Con 6B	3¾x5	33.7	L	PC	Dup	G&O	Zen	V	Eis	Del	B&B	P	Cot R	U	4	Blo	Tim 6511S	W	F	6.80	35.3	A	Tim 1540B	Det	Ros	Bud	.....	6900
Acme K	....	152	36x4‡	36x7‡	Con K-4	4⅛x5½	27.2	L	FP	Dup	G&O	Zen	V	Eis	Del ‡	B&B	P	Cot RU	U	4	Blo	Tim 6560	W	F	9.25	48.1	A	Tim 154 OB	Det	Ros	Bim	.....	4830
Acme 60	....	156	36x4‡	36x7‡	Con L-4	4½x5½	32.4	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot R	U	4	Blo	Tim 6560	W	F	8.50	42.0	A	Tim 1540B	Det	Ros	Int	.....	5050
§Acme 60L	....	156	36x4‡	36x7‡	Con L-4	4½x5½	32.4	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot R	U	4	Blo	Tim 6560	W	F	8.50	42.0	A	Tim 1540B	Det	Ros	Int	.....	5050
Autocar H	....	114	34x5‡	36x8‡	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L–N‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	.....	5600
Autocar H	....	114	34x5‡	36x8‡	Own H	4 x5½	25.6	L	SP	Pha	Own	Str	G	Bos	L–N‡	Own	P	Own Y	A	4	Spi	Own H	R	F	7.72	46.3	A	Own H	Del	Ros	Hoo	.....	5600
Autocar K	3550	138	34x5‡	36x8‡	Her O	4 x5	25.6	L	PC	Pie	Own	Str	V	Bos	Bos	Cov	D	Cov	...	10	Spi	She W-21	W	½	8.75	.....	...	She D-370	She	Ros	Jon	Gdy	6200
Buffalo 6&12	4850	155	34x5‡	36x5†	Her O	4 x5	25.6	L	PC	Pie	Own	Str	V	Bos	Bos	Cov	D	Cov	...	10	Spi	She W-21	W	½	8.75	.....	...	She D-370	She	Ros	Jon	Gdy	6200
§Clinton 65	3550	184	34x5‡	34x5†	Bud ETU	4¼x5½	28.9	L	PC	Han	Own	Zen	G	.....	Bos	B-L	D	B-L 55	A	4	M-E	Tim 6566	W	F	8.50	45.5	A	Tim 1542B	Per	Ros	StM	.....	5925
§Columbia K	3450	150	36x5	36x12	Hin 500	4¼x5½	28.9	L	PC	Hin	Lon	Str	V	Spi	Bos	Det	D	D-G	A	4	Spi	Vul	W	F	9.50	.....	...	Shu	Det	Own	Van	.....	5130
§Columbia K	3450	150	36x5	36x12	Hin 500	4¼x5½	28.9	L	PC	Pie	Own	Zen	V	Eis	Eis	B-L	D	B-L 50	U	4	Spi	Tim 6560	W	F	9.25	49.4	A	Tim 1544	.....	Ros	Arc	Fir	5500
Concord JL	3600	170	36x4‡	36x4†	Bud EBU	4¼x5½	28.9	L	FP	Sim	MeC	Str	V	Eis	Bos‡	B-L	D	B-Li 51	U	4	Spi	She W-21	W	½	10.30	55.1	A	She 3FA10	She	Ros	Smi	.....	6160
Corbitt R	3250	158	36x4‡	36x8‡	Con L-4	4¼x5½	32.4	L	PP	Mon	Bus	Zen	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Har	Tim 6566	W	F	8.50	45.4	A	Tim 1544	She	Gem	Van	Fir	5900
Day-Elder CN	....	150	36x4‡	36x8‡	Bud HTU	4¼x5½	28.9	L	FP	Pie	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU-7	U	4	Har	Wis 88E	R	½	8.66	41.5	A	Col 8500	Det	Lav	StM	.....	5140
Defiance H-2	....	157	36x4	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Chi	Zen	V	Bos	Bos	Ful	D	Ful GU-7	U	4	Har	Wis 88E	R	½	8.66	41.5	A	Col 8500	Det	Lav	StM	.....	5340
§Defiance H-2	....	175	36x4	36x8	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Chi	Zen	V	Bos	Bos	Ful	D	Fu. GU-7	U	4	Har	Wis 120FG	R	½	9.50	45.6	A	Col 8500	Det	Lav	Smi	.....	5200
Defiance H3	....	135	36x5	36x10	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Chi	Zen	V	Bos	Non	B-L	D	B-I. 50	U	4	Spi	.....	W	...	8.75	46.0	...	.....	.....	She	Ros	Smi	.....	7250
DeMarmon	....	180	36x5	36x10	Bud ETU	4¼x5½	28.9	L	PC	Non	Own	Zen	V	Spl	Opt	Det	D	Own D. T. P.	A	4	Own	Own D. T. T.	W	½	8.50	39.5	B	Own FTT	Tut	Ros	Std	.....	6250
Double Drive TT	4000	144	36x6‡	36x6‡	Bud ETU	4¼x5½	28.9	L	PC	Pie	Lon	Zen	V	Spl	Spl	B-L	D	Own B	A	7	Spi	Tim 6562	W	F	5.60	59.5	A	Tim 1520	Mat	Ros	Bud	.....	4600
Fageol 30	4000	150	36x5	36x10	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Del	Del	B-L	D	B-L 51	U	4	Spi	Tim 6562	W	F	.....	.....	A	Tim 1520	Mat	Ros	Bud	.....	6500
Fageol 360 Spec	5250	152	36x6*	36x6†	HaS	4¼x5½	28.9	H	PC	H-S	Lon	Zen	V	Del	Del	B-L	D	.....	...	4	Har	.....	W	½	.....	.....	...	.....	Own	Ros	Smi	.....	5200
Forschler E	....	144	36x4	36x8	Con C-4	4⅛x5¼	27.2	L	PC	Dup	Own	Zen	V	Bos	Non	Ful	D	.....	...	4	Har	.....	W	½	.....	.....	...	.....	Own	Ros	Smi	.....	5200
F.W.D. B	4200	124	36x6‡	36x6‡	Wis A	4¾x5½	36.1	T	PC	Pie	MeC	Str	G	Eis	N–E‡	H-S	D	Cot DAE	A	3	Own	Own B	B	F	8.90	35.6	B	Own B	Tut	Ros	Sch	.....	6400
Gary Y30	3550	150	36x6*	40x8*	Bud YBU-1	4½x6	32.4	L	PC	MeC	Chi	Str	V	Eis	.....	B-L	D	B-L	A	4	Spi	Tim	W	F	8.50	41.0	A	Tim	Mer	Ros	StM	.....	5680
Gotfredson 60	....	152½	36x4‡	36x10†	Bud EBUI	4¼x5½	28.9	L	PC	Non	MeC	Zen	V	Bos	Non	B-L	D	B-L 51	A	4	Spi	Tim 6562	W	F	9.25	45.4	B	Tim 1526	Amc	Gem	Day	Non	6325
Gramm-Bernstein 30	....	150	36x4‡	36x4†	Hin HA 500	4¼x5½	28.9	L	PC	Hin	Own	Str	G	Eis	N-E	Own	D	Own	A	4	Own	She W-21	W	½	8.75	46.8	B	She 370	Per	Ros	Smi	Fir	6640
Guilder H	3650	152	36x5	36x10	Bud ETU	4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Eis	Bos	B-L	D	B-L 51	U	4	M-E	Wis	W	F	7.75	42.0	...	Shu 5550	Mer	Ros	Van	Non	5600
International 63	....	140	36x5‡	36x8‡	Own 63	4¼x5	28.9	L	SP	Own	Own	Own	G	RBo	Rem‡	Own	D	Own 63	U	4	Own	Own 63	I	D	9.00	53.1	B	Own 63	.....	Own	Own	.....	5660
Kenworth K-S	3756	160	36x4‡	36x8‡	Bud EBU	4¼x5½	28.9	L	PC	Non	Own	Str	V	Bos	Bos†	B&B	P	Cot RU	U	4	Spi	She W-21	W	½	8.66	46.8	A	She D-370	Tut	Ros	Smi	.....	6300
§Maccar H1	....	163	36x4‡	36x5†	Wis UAU	4¼x6	28.9	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Row	Ros	Day	.....	6300
Maccar H-3	....	163°	36x4‡	36x5†	Wis VAU.	4½x6	32.4	L	PC	Pie	Own	Zen	V	Eis	Bos‡	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Row	Ros	Day	.....	6300
Moreland AX	3900	174	36x5‡	36x10‡	Con L-4	4½x5½	32.5	L	FP	Non	Own	.....	V	Spl	Opt	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.50	45.5	A	Tim 1544B	Mat	Ros	Van	.....	6200
Moreland AC-Bus	4700	187	36x6*	36x6†	Con L-4	4½x5½	32.5	L	FP	Non	Own	.....	V	Spl	Opt	B-L	D	B-L 51	U	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Mat	Gem	Smi	Opt	5825
National T	....	152	36x5‡	36x10†	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Bus	Zen	G	Bos	Non	H-S	O	B-L 51	A	7	M-E	Tim 6560	W	F	8.50	90.7	A	Tim 1542B	Mat	Gem	Smi	Opt	5825
National T	3700	170	36x5‡	36x10‡	Con L-4	4½x5½	32.5	L	FP	Pha	Bus	Zen	V	Bos	Wes‡	B-L	D	B-L 55 Max	A	8	Blo	She W21	W	½	8.75	96.2	A	She 370	Tut	Lav	Bim	Non	5800
Netco DHX	3500	162	34x4	36x10	Bud ETU	4¼x5½	28.9	L	PC	MeC	Chi	Zen	V	Eis	Wes	Ful	D	Ful	A	4	The	Wis Spec	W	½	10.0	.....	A	Shu 5550	Mar	Ros	Bim	.....	5400
Noble D-52	....	156	36x5‡	36x8‡	Hin 200	4½x5½	32.4	L	PC	Non	Own	Str	V	Eis	Non	Cov	D	Cov RAK4	A	4	Spi	Own XB	W	½	9.25	48.1	A	Own XB	S.P	Own	Bet	Opt	6280
Patriot 8W	3500	150	36x5‡	36x5†‡	Own XB	4 x5½	25.6	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own XB	A	4	Spi	Own XB	W	½	9.25	48.1	A	Own XB	S.P	Own	Bet	Opt	6280
Pierce-Arrow XB	3500	150	36x5‡	36x5†‡	Own XB	4 x5½	25.6	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own XB	A	4	Spi	Own XB	W	½	9.25	48.1	A	Own XB	S.P	Own	Bet	Opt	6280
Red Ball	2300	174	36x6	36x6†	Wau CU	4⅜x5¾	30.6	L	PC	Wau	Own	She	V	Bos	Bos	M-E	P	Cov SB-4	A	4	U-P	Wis 900GA	W	½	6.50	32.9	A	Con 2103B	Bea	Ros	Van	.....	7400
Republic 19	....	154°	36x4‡	36x8‡	Con K4	4⅛x5¼	27.2	L	FP	Pha	Own	Str	V	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	4750
Republic 19W	....	154°	36x4‡	36x8‡	Wau	4 x5⅜	25.6	L	PC	Wau	Own	Str	V	Bos	Bos‡	Ful	D	Ful	U	4	Pet	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	4900
Rowe GSW	4150	143°	34x5	36x10	Wis UAU	4¾x6	28.9	L	PC	Han	Bus	Zen	V	Bos	Opt‡	B-L	D	B-L 51	U	4	Spi	She W-21	W	½	8.75	31.0	A	She D-370	She	Ros	Hoo	Non	5810
Ruggles 40HRB	....	115	36x5†	36x10	Own 40H	4 x5	25.6	L	FC	Non	Per	Zen	G	Bos	Rem‡	B-L	D	B-L 35	U	4	Spi	Wis 88EF	R	F	7.75	42.0	A	Col 8500	Det	Jac	Nor	Fir	4700
§Schacht	3800	156	36x5	36x5†	Wis UAU	4¼x6	28.9	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own	A	4	Spi	Own	W	F	9.66	46.0	B	Own	She	Own	StM	.....	6700
Selden Unit 53	....	154	36x4	36x7	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Str	V	Eis	N–E‡	B-L	D	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Det	Gem	Std	Opt	6220
§Service 61	....	163	36x4‡	36x8‡	Bud EBU-1	4½x5½	28.9	L	PC	.....	MeC	Str	V	Eis	Rem‡	B&B	P	B-L 51	A	4	M-E	Tim 6560	W	F	7.75	41.5	A	Tim 1542B	She	Ros	Int	.....	5785
Super Truck 60–D	....	126	36x6*	42x9*	Wis VAU	4¼x6	28.9	L	PC	Pha	Chi	Zen	G	Spl	Non	Ful	D	Ful GU-8	U	4	Spi	She D-310	R	½	8.63	.....	A	Wis 120-E	Mat	Ros	Cla	Gdy	.....
Traffic 6000	2145	135	36x4‡	36x7‡	Con N-4	3¾x5	22.5	L	PS	.....	Own	Car	G	Bos	Bos‡	Cov	D	Cov MUN	U	3	D	Rus 60001	I	D	8.80	32.2	A	Own	Det	Own	Opt	Fir	3900
Traylor D	3300	150	36x4‡	36x8‡	Bud HTU	4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Spl	Wes†	M-E	D	Own D-4-U	U	4	M-E	She W-21	W	½	7.75	37.0	A	She D-343	Mer	Ros	Sch	.....	5850
United 60	....	156	36x5	36x10	Her OX	4 x5	25.6	L	PC	Non	Per	Zen	G	Bos	Non	B-L	D	B-L 35	A	4	Blo	Wis 88E	R	½	8.66	46.3	A	Shu 510	Det	Lav	.....	.....	4430
U.S. R	....	156	36x4‡	36x4‡	Hin 400	4 x5½	25.6	L	PC	Hin	Lon	Str	V	Spl	Bos‡	B-L	D	B-L 51	A	4	Blo	She W-21	W	½	8.70	46.5	A	Shu 510	She	Lav	Sch	.....	5500
Witt-Will	3225	Opt	36x4‡	36x10	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Non	B-L	D	B-L 51	U	4	Spi	Tim 6560	W	F	9.25	40.0	A	Tim 1544	She	Ros	Arc	Fir	5500

3½ Ton

American LaFrance	4950	Opt	36x5†	36x10‡	Own 3R	4¼x6	28.9	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 3R	A	4	Own	Own 3R	W	F	8.75	47.7	B	Own 3R	Mer	.....	Day	Non	8600
§Armleder KWB	....	Opt	36x5	36x5†	Bud YTU	4½x6	32.4	L	PC	Pha	Own	Zen	G	Bos	Wes‡	B-L	D	B-L 50	U	4	Spi	Tim 6666	W	F	10.3	55.3	B	Tim 1638B	Mat	Ros	StM	Non	6900
§Armleder KWC	....	Opt	36x5	36x5†	Con E-4	4½x5½	32.4	L	PC	Pha	Own	Zen	G	Bos	Non	B-L	D	B-L 50	U	4	Spi	Tim 6666	W	F	10.3	55.3	B	Tim 1638B	Mat	Ros	StM	Non	6900
Atterbury 22D	4275	174	36x5	40x6‡	Con L-4	4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	Del‡	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	S.P	Ros	Arc	Non	7500
Available JH3½	....	176	36x5	40x5†	Her MU-3	4½x5½	32.4	L	FP	Pie	Chi	Str	V	Bos	Bos‡	B-L	D	B-L 50	A	4	M-E	Tim 6666	W	F	10.3	49.9	A	Tim	Tut	Ros	Sch	Non	6500
Bethlehem M	3795	168	36x5	36x5†	Own H	4 x5½	25.6	L	FP	Pie	Bus	Zen	V	Bos	G&D	Ful	D	Ful GU7	U	4	Spi	Wis 120FG	R	½	10.4	.....	A	She	Mat	Lav	Smi	Smi	5875
Brockway R 12	....	164	36x5	36x10	Con L-4	4½x5½	32.4	L	PC	Pha	Bus	Str	V	Eis	L–N‡	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1632	Row	Gem	Smi	Non	7075
Clydesdale 6	....	163	36x5	36x5†	Con L-4	4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos	Bos	‡B-L	D	B-L 50	A	4	Spi	Tim 6560	W	F	9.25	49.5	A	Tim 1542B	Std	Ros	.....	Non	.....
Diamond T K	....	170	36x5	36x5†	Hin 1500	4½x5½	28.9	L	PC	Own	G&O	Str	V	Bos	Non	Cov	D	Cov SA4	A	4	Spi	Tim 6666	W	F	8.80	44.3	A	Tim 1632B	Mat	Gem	.....	Non	7250
Dixon A	4070	160	36x5	36x10	Con L-4	4½x5½	32.4	L	FP	Pie	G&O	Zen	G	Bos	Non	Ful	D	Ful HU	A	4	Spi	Tim 6666	W	F	Opt	Opt	A	Tim 1630B	S.P	Ros	Smi	Non	7100
Dorris K7	4400	174	36x5‡	36x10	Own K7	4¼x5½	28.9	H	PP	Own	MeC	Str	G	Bos	Wes	Own	D	B-L 55	A	4	Spi	Tim 6660	W	F	10.3	51.5	A	Tim 1630	Row	Ros	Smi	Fir	6750
Duplex E	....	130	36x8‡	36x8	Bud ETU	4½x5½	28.9	L	PC	Dup	Lon	She	V	Eis	Non	B-L	D	B-L 50	U	4	Pet	Own E	I	...	8.00	64.0	B	Own E	Pen	Woh	Mot	Fir	6000
Gary Y35	4250	162	36x5	40x12	Bud YBU1	4½x6	32.4	L	PC	MeC	Chi	Str	V	Eis	.....	B-L	D	B-L	A	4	Spi	Tim 6666	W	F	10.3	50.0	A	Tim 1630B	Mar	Ros	Day	Non	8100
G.M.C. K-71A	....	163	36x5	40x10	Own 71A	4½x6	32.4	L	FP	Own	MeC	Mar	G	Sim	Rem	Own	D	Own 71	A	7	Own	Tim 6666	W	F	8.75	75.2	A	Tim 1632B	.....	Own	Day	Non	8070
G.M.C. K-71B	....	187	36x5	40x10	Own 71B	4½x6	32.4	L	FP	Own	MeC	Mar	G	Sim	Rem	Own	D	Own 71	A	7	Own	Tim 6666	W	F	8.75	75.2	A	Tim 1632B	.....	Own	Day	Non	8070
Gramm Bernstein75P	....	150	36x6*	42x9*	Hin HA200	4½x5½	32.4	L	PC	Own	Own	Str	G	Eis	N–E†	Own	D	Own 75P	A	4	Own	She 4FA20	W	½	7.75	36.7	B	Own 75P	Per	Ros	.....	Fir	6985
Grass Premier 90	3700	160°	36x5‡	36x5†	Wau DU	4¾x6¼	32.4	L	PC	Wau	Chi	Str	V	Bos	N–E†	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	44.0	B	Tim	Det	Ros	StM	Fir	6200
Harvey WHB	3950	160	36x6‡	36x12	Bud YTU	4½x6	32.4	L	PC	MeC	Own	Str	G	Eis	Non	Ful	D	B-L 60	A	4	Spi	She W-32	W	½	10.2	54.8	A	She 4FA20	Bea	Ros	Smi	.....	8950
Hawkeye N	....	180	36x5‡	36x10†	Bud YTU	4½x6	32.4	L	PC	Sim	.....	Zen	...	Bos	.....	Ful	P	Ful	A	4	.....	Cla 3-D	I	D	.....	.....	A	Shu 610	.....	Ros	Cla	.....	.....
Hug H-4	2175	121	36x6†	40x8*	Bud WTU	3¾x5½	22.5	L	PC	Non	Per	Zen	...	Bos	.....	Ful	...	Ful	A	4	Blo	Wis	W	...	.....	.....	A	Wis	.....	Ros	.....	.....	4260
Indiana 35	....	160°	36x5	36x10	Own 40	4¾x5½	30.6	L	PC	Pie	MeC	Str	G	Eis	Rem†	B&B	P	B-L 55	A	4	Sne	She W-32	W	½	10.2	54.8	A	She 3-FA-20	Bea	Who	Smi	.....	7060
Kearns T	4000	....	36x5	36x10	Wis VAU	4½x6	32.4	L	PC	Dup	Bus	Zen	G	RBo	Opt	Ful	D	Ful H-1	A	4	Pet	She W-32	W	F	10.7	64.5	A	She 3FA20	She	Ros	Van	Non	6800
Kleiber	4850	170	36x5†	36x12†	Con L-4	4½x5½	32.4	L	FP	Non	R-T	Str	V	RBo	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Bet	Ros	Smi	.....	7600
Kelly-Springf'd K-41	4400	156	36x5	36x12	Own K-41	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L 60	A	4	Pet	Cla 3-H	I	D	10.0	50.7	D	Own K41	Per	Gem	Cla	Non	7900
King Zeitler	3625	156°	36x6‡	40x10‡	Con L-4	4½x5½	32.4	L	PC	Pha	Chi	Str	G	Eis	Bos ‡	B-L	D	B-L 55	A	4	Pic	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	Mar	Lav	Bim	Fir	7200
Krebs L110	....	170	36x5	40x10	Con L-4	4½x5½	32.4	L	PC	Own	Own	Zen	V	Bos	Bos‡	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.0	A	Tim 1632B	Mat	Ros	Smi	Fir	6800
Lange F	4650	168°	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Sim	Own	Str	V	Apo	Non	B-L	D	B-L 55	A	4	Pet	Tim 6666	W	F	9.50	50.8	A	Tim 1630B	S.P	Ros	Hoo	Opt	7400
Larrabee L-4	4100	186	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	R-T	Zen	G	Bos	Bos‡	B-L	D	B-L 55	A	4	Spi	She W-32	W	½	10.2	55.0	A	She 4FA20	Mer	Ros	Smi	Non	7600
Luedinghaus	....	160°	36x6‡	36x6†	Wau DU	4¾x6¼	32.4	L	PC	.....	Own	Zen	G	Spl	Dyn‡	B-L	P	B-L 55	A	4	Spi	Wis 900-E	W	F	10.33	.....	A	Shu 610	.....	Ros	Bim	.....	7760
Mack AC	4950	156°	36x5	40x5†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	V	Eis	Non	Ful	D	Ful	A	4	Spi	Tim 6666	W	F	Opt	Opt	A	Tim 6130	Det	Ros	Smi	Non	8100
Master 51	....	158	36x5	40x12	Bud YBU	4½x6	32.4	L	PC	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful	J	4	Spi	Own AC	C	D	*7.54	48.4*	D	Own AC	Mer	Ros	Smi	Non	9150
Menominee G	3800	160	36x5‡	36x10‡	Wis VAU	4½x6	32.4	L	PC	Mon	Own	Str	G	Eis	Bos‡	Det	D	Cot R	A	4	Spi	Tim	W	F	10.3	53.7	A	Con	Tut	Ros	Smi	Fir	6750

For full name and address of manufacturer and information regarding complete line see page 47

Trade Name and Model	General				Engine								Electrical System		Clutch		Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System Carburetor (Make)	Fuel System Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
3½ Ton—con'd																															
National NB	....	164	36x6‡	36x6†	Wau DU	4½x6¼	32.4	L	PC	Wau	Bus	Zen	G	Eis	Non	H-S	O	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	Mat	Ros	Smi	.....	7650
Nelson & LeMoon G	....	Opt	36x5	36x5†	Con L4	4½x5½	32.4	L	FP	Pha	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 50	U	4	Own	Tim 6666	W	F	8.70	42.0	A	Tim 1630	G-C	Ros	StM	Gdy	6000
Noble E-71	3995	164	36x5‡	36x12‡	Bud YTU	4½x6	32.4	L	PC	Pie	Chi	Str	V	Eis	Wes‡	Ful	D	W-G T53	A	4	Blo	She W-30	W	½	8.75	44.0	A	She 4FA20	Tut	Lav	Bim	Fir	7250
Northway C-3½	4200	.....	36x5	40x5†	Own B3	4 x6	25.6	I	PC	Pie	G&O	Str	V	Wag	Wes	B-L	D	B-L 50	U	4	Spi	.....	R	½	10.5	42	A	.....	.....	Ros	.....	.....	.....
Ogden F	....	178	36x5	40x12	Con L-4	4½x5½	32.4	L	FP	Pha	Chi	Zen	V	Spl	Non	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.2	A	Tim 1630B	Tut	Ros	Smi	Non	7300
O.K. Y	3975	164	36x5	36x10	Bud YTU	4½x6	32.4	L	PC	Pie	R-T	Zen	V	Eis	Non	Ful	D	Ful H	A	4	Har	Tim 6666	W	F	.....	.....	A	Shu 610	Tem	Ros	Bim	Gdy	6550
Old Reliable C	4250	Opt	36x5	36x12‡	Wis VAU	4½x6	32.4	L	PC	Pha	Chi	Str	V	Bos	Bos†	Ful	D	Ful H	A	4	Pet	She W-32	W	½	8.75	55.1	A	She 4FA20	She	Ros	Sch	.....	8000
Oneida D	4050	170	36x5‡	36x10‡	Hin 200	4½x5½	32.4	L	PC	Hin	Mod	Str	V	Apo	Bos†	Ful	D	Ful GC	A	4	Pet	Tim 6666	W	F	10.3	49.6	A	Con 1801	Mat	Ros	Smi	.....	7700
Power C	....	160	36x5	36x10†	Hin HA200	4½x5½	32.4	L	PC	Hin	Mod	Str	G	Eis	Wes	B-L	D	B-L 55	U	4	Pet	Wos 900E	W	½	10.0	48.0	...	Con	Row	Ros	StM	Non	7400
Rainier R-25	4400	170	36x5	36x12	Con L-4	4½x5½	32.4	L	FC	Pie	Bus	Zen	V	Eis	Del	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	She	Ros	Jon	Non	8000
Sandow M	3805	170	.....	.....	Bud YTU	4½x6	32.4	L	PC	Mon	Chi	Str	G	Bos	Non	B-L	D	B-L 50	A	4	Spi	Tim 6660	W	F	10.2	41.2	A	Tim 1630	....	Ros	.....	.....	6800
Sanford W35B	4200	174	36x5	36x6	Con L-4	4½x5½	32.4	L	FP	Pha	R-T	Str	G	Con	Dyn	Ful	P	Ful	A	4	Spi	She 32	W	½	8.75	54.8	A	She 4FA10	She	Ros	Van	.....	6750
Sanford W-35SC	4200	156	36x6	40x4	Con L-4	4½x5½	32.4	L	FP	Pha	R-T	Str	G	Con	Dyn	Ful	P	Ful	A	4	Spi	She 32	W	½	8.75	93.6	A	She 4FA10	Det	Ros	Van	.....	6710
Selden Unit 70	....	165	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	N–E‡	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.1	A	Tim 1650B	Per	Gem	Std	.....	7200
Selden Unit 52	....	195	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Lon	Zen	V	Eis	N–F‡	B-L	D	B-L 51	A	4	Spi	Tim 6511	W	F	7.75	31.0	A	Tim 1550	S.S	Gem	Arc	Opt	7200
Standard 3½-5 K	....	160	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 60	A	7	Spi	Tim 6666	W	F	6.80	83.1	A	Tim 1630B	Amc	Gem	Day	Non	7485
Standard 3½-5KS	....	160	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 55	A	7	Spi	Tim 6666	W	F	6.80	83.1	A	Tim 1630B	Amc	Gem	Day	Non	7519
Sterling 3½	4750	162	36x5	40x5†	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	Bos	H-S	O	Own	A	3	Spi	Tim 6666	W	F	8.75	39.2	A	Tim 1632B	Mat	Ros	Hoo	.....	7775
Stewart 10-X	3540	165	36x5‡	36x5†	Bud YTU	4½x6	32.0	L	PC	Pie	Bus	Zen	V	Eis	Eis	Ful	P	Ful GU-6	U	3	Spi	Cla 3-D	I	D	10.0	48.0	B	Col 8503	Det	Ros	Cla	Fir	6600
Super Truck 70	4100	164	36x5	40x5†	Wis UAU	4¼x6	28.9	L	PC	Sim	Chi	Zen	G	Bos	Wes†	Ful	D	Ful G	A	4	Spi	She W-32	W	½	10.2	49.2	A	She 4FA20	She	Ros	Smi	Non	7500
Transport 61	....	150	36x4‡	36x8‡	Bud ETU	4¼x5½	28.9	L	PC	Dup	Mod	Zen	G	Eis	Rem‡	Ful	D	Ful GU-7	U	4	Blo	Cla 2-D	I	D	8.15	39.1	B	Shu 5556	Det	Jac	Mot	.....	5600
Twin City AW	3500	168	36x5	40x5	Own TW	4¼x6	28.9	H	PC	Own	Mod	Str	V	Bos	Non	B&B	P	Ful H	A	4	Spi	Tim 6666	W	...	10.3	61.9	A	Tim 1630B	Mat	Ros	Smi	Fir	6800
United 80	....	157	36x5	36x10	Her MU-3	4½x5½	32.4	L	FP	Sim	Per	Zen	G	Bos	Bos‡	B-L	D	B-L 55	A	4	Spi	Wis 120W	R	½	8.66	46.3	A	Con 2203B	Det	Lav	Van	Non	....
Ward LaFrance 4A	4690	162	36x5	36x5‡	.....	4½x6¼	32.4	L	PC	Non	Own	Str	G	Bos	Non	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	7.80	41.7	A	Tim 1630B	Row	Ros	Smi	Non	7700
White 40	4200	174	36x5‡	40x5†	Own GR	4¼x5⅝	28.9	L	PC	Own	Own	Zen	V	.....	L–N‡	Own	D	Own	U	5	Own	Own	R	F	11.7	48.2	B	Own	.....	Own	.....	Non	7130
Wilcox E	3950	147	36x5	36x5†	Buda YTU	4½x6	32.4	L	PC	Dup	Own	Str	G	Bos	Wes‡	.....	D	Own EA	A	4	Own	WAL 5A	R	½	10.0	45.1	B	She 4FA20	She	Own	.....	Non	6600
4 Ton																															
Acme 90	....	168	36x5	40x5†	Con L-4	4½x5½	32.4	L	FP	Dup	G&O	Zen	V	Eis	Del‡	B&B	P	Cot S	A	4	Blo	Tim 6660	W	F	10.3	53.7	A	Tim 1630B	Det	Ros	Bim	Non	6980
Acme 90L	....	177	36x5‡	40x5‡	Con B-5	4¾x6	36.1	L	FP	Dup	G&O	Ray	V	Eis	Del†	B&B	P	Cot S	A	4	Blo	Tim 6660	W	F	8.75	45.5	A	Tim 1630B	Det	Ros	Bim	.....	8160
Acorn 70	4200	166	36x5	40x10	Bud YBUI	4½x6	32.4	...	PC	McC	Chi	Zen	G	Bos	.....	B-L	D	B-L 60	A	4	The	Tim 6666	W	F	10.25	49.6	A	Tim 1632B	She	Ros	Int	.....	7400
Autocar L	4800	156	34x6	36x12†	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L–N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7400
Autocar M	4650	120	34x6	36x12†	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L–N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7200
Bessemer K2	....	175	36x5	36x10	Con E-7	4½x5½	32.4	L	PC	Pie	Spl	Str	G	Eis	Eis†	B&B	P	B-L 60	A	4	Spi	Tor E	I	D	10.0	49.5	B	Shu 610	Per	Ros	Smi	Fir	7250
Bridgeport C	3990	175	36x6‡	36x12‡	Bud YTU	4½x6	32.4	L	PC	Non	G&O	Zen	V	Eis	Bos	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	.....	.....	A	She	....	Ros	Jon	.....	10400
Clinton 90	4260	190	36x5	36x6†	Bud YTU	4½x6	32.4	L	PC	Han	Own	Zen	G	Bos	Non	B-L	D	B-L 55	A	4	M-E	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Per	Ros	StM	.....	7410
Clinton 90M	4400	190	36x5	36x6†	Bud YTU	4½x6	32.4	L	PC	Han	Own	Zen	G	Bos	Non	B-L	D	B-L 55 Max	A	7	M-E	Tim 6666	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	StM	.....	7480
Corbitt A	3800	178	36x5	36x10	Con L-4	4½x5½	32.4	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-Li 51	U	4	Spi	She W-32	W	½	13.0	69.5	A	She 4FA20	She	Ros	Smi	Non	7370
Day-Elder FN	....	165	36x5‡	36x5†	Con L-4	4½x5½	32.4	L	FP	Mon	Bus	Zen	V	Eis	Bos†	B-L	D	B-L 51	U	4	Har	Tim 6666	W	F	8.75	46.8	A	Tim 1544	She	Gem	Van	Fir	6700
DeMartini	....	190	36x6	36x12	Bud YBU	4½x6	32.4	L	PC	Non	Own	Zen	V	Bos	Non	B-L	D	B-L 50	U	4	Spi	.....	W	F	8.75	46.0	A	.....	She	Ros	Smi	Non	8500
Fageol 445	5100	172	36x6	36x12	Wau DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Spl	Spl	B-L	D	Own	A	7	Spi	Tim 6666	W	F	7.40	79.0	A	Tim 1630B	Mat	Ros	.....	Non	8500
Federal WL	....	157	36x5	40x5†	Con L-4	4½x5½	32.4	L	FP	Pha	Own	Zen	V	Eis	Rem	B&B	P	Own WL	A	4	Spi	Tim 6666	W	F	10.3	61.0	A	Tim 1630B	Mat	Gem	Smi	Fir	7000
Garford 80	....	162	36x5	36x10	Bud YTU	4½x6	32.4	L	PC	Sim	Own	Str	G	Spl	A–K‡	Own	D	Own 80	A	4	Spi	Tim 6666	W	F	8.75	42.3	A	Tim 1632B	Per	Ros	Smi	Non	7850
Gotfredson 80	....	160	34x5	36x12	Bud YBUI	4½x6	32.4	L	PC	Non	McC	Zen	V	Bos	Non	B-L	D	B-L 55	A	7	Spi	Tim 6666	W	F	10.3	55.3	B	Tim 1632B	Amc	Gem	Day	Non	8400
Gramm-Bernstein 40	....	156	36x5	36x5†	Hin HA200	4½x5½	32.4	L	PC	Hin	Own	Str	G	Eis	N–E†	Own	D	Own	A	4	Own	She W31	W	½	10.2	50.6	B	She	Per	Ros	Smi	Non	7980
Guilder J	4250	170	36x5	36x10	Bud YTU	4½x6	32.4	L	PC	Pie	G&O	Zen	G	Eis	Non	B-L	D	B-L 60	A	4	M-E	Wis 120	R	½	7.50	54.0	A	Shu 610	Mer	Ros	Van	Van	7500
Indiana 40	....	160	36x5	40x12	Wau DU	4½x6¼	32.4	L	PC	Wau	McC	Str	V	Bos	Rem‡	B&B	P	B-L 60	A	7	Spi	She W-32	W	½	10.2	97.3	A	She FA20	She	Woh	Smi	Non	....
Kenworth L	4500	170	36x5‡	40x5‡	Bud YBU	4½x6	32.4	L	PC	Non	....	Str	V	Bos	Bos†	B&B	P	Cot S	A	4	Spi	She W-32	W	½	10.2	53.3	A	She 4FA20	Tut	Ros	Smi	.....	8800
Kimball AM	4835	Opt	36x6	40x7†	Wis VAU	4½x6	32.4	L	PC	Non	Fle	Zen	V	Spl	Spl‡	B-L	D	B-L 60	A	4	Pet	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	U.S	Ros	Smi	Fir	8100
Kimball AE	4960	Opt	36x6	40x7†	Wis RAU	4¾x6	36.1	L	PC	Non	Fle	Zen	V	Spl	Spl‡	B-L	D	B-L 60	A	4	Pet	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	U.S	Ros	Smi	Fir	8100
Kissel Heavy Duty	3675	168	36x5‡	36x12‡	Own 14000	4¼x5½	28.9	L	SP	Pie	McC	Str	V	Eis	Rem‡	W-G	D	W-G T-53	A	4	Spi	She W-31	W	½	11.7	58.6	A	She 4FA20	She	Ros	Smi	Non	7200
Maccar M2	....	176	36x6†	36x5†	Wis VAU	4½x6	32.4	L	PC	Pie	Own	S-Z	V	Eis	Bos‡	B-L	D	B-L 55	U	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1632B	Row	Ros	Day	.....	7300
Netco	4500	170	36x6‡	36x12‡	Hin 200	4½x5½	32.4	L	PC	Non	Bus	Zen	G	Bos	Non	B-L	D	B-L 55 Max	U	7	Pet	Wis	I	½	10.0	95.0	A	Shu	Mat	Gem	Opt	.....	....
Noble E-72	4150	164	36x5	36x12	Bud YTU	4½x6	32.4	L	PC	Pie	Chi	Str	V	Eis	Wes	Ful	D	War	A	8	Blo	She W30	W	½	8.75	93.6	A	She 4FA20	Tut	Lav	Bim	Non	7300
Oshkosh F	5400	146	36x8‡	36x12	Wau	5 x6¼	40.0	L	PC	Wau	Own	Zen	G	Spl	Non	Ful	D	Ful	U	4	Blo	Own	B	F	7.90	47.4	A	Own	Tut	Lav	Cla	.....	8350
Pierce Arrow WC	4600	162	36x5‡	36x6†	Own WC	4½x6¾	32.4	T	FP	Own	Own	Str	V	Bos	Del	Own	D	Own WC	A	4	Spi	Own WC	W	½	8.00	....	A	Own WC	S.P	....	Bet	.....	8490
Republic 20	....	165°	36x5‡	36x10‡	Con L-4	4½x5½	32.4	L	FP	Pha	Own	Str	V	Bos	Bos‡	Ful	D	Ful	U	4	Spi	Eat	I	D	10.2	49.2	B	Eat	Mat	Jac	Smi	Fir	6700
Rowe HW	4500	157½°	36x5	36x12	Wis VAU	4½x6	32.4	L	PC	Han	Bus	Zen	G	Bos	Opt†	B-L	D	B-L 55	U	4	Spi	She W-32	W	½	10.2	35.0	A	She 4FA20	She	Ros	Hoo	Non	7350
Schacht	4400	168	36x5	40x6†	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own	A	4	Spi	Own	W	F	11.6	55.4	B	Own	She	Own	StM	Non	7800
Selden 73	....	168	36x5‡	36x10‡	Con B-5	4¾x6	36.1	L	FP	Pha	Lon	Str	G	Eis	N-E	B-L	D	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	S.P	Gem	Std	.....	7720
Service 81	....	173	36x5‡	36x10‡	Bud YBU	4½x6	32.4	L	PC	Non	Lon	Str	V	Eis	Rem‡	B&B	P	B-L 60	A	4	M-E	Tim 6666	W	F	7.80	41.6	A	Tim 1632B	She	Ros	Int	.....	7900
Union H	3950	174	36x6	36x10	Wis VAU	4½x6	32.4	L	PC	Dup	G&O	She	G	Eis	L-N	Ful	D	Ful H	U	4	U-P	Tor E-1	I	G	10.2	49.2	B	Shu 650	Mat	Jac	Smi	Gdy	7700
Union HW	4500	174	36x6	40x12	Wis VAU	4½x6	32.4	L	PC	Dup	G&O	She	G	Eis	L-N	Ful	D	Ful HUI	A	4	U-P	Wal 5A	R	F	10.5	63.0	A	Shu 650	Mat	Jac	Smi	Gdy	7750
U. S. S	....	168	36x5	36x5†	Hin 200	4½x5½	32.4	L	PC	Hin	Lon	Str	V	Spl	Bos†	B-L	D	B-L 55	A	4	Blo	She W-32	W	½	10.2	54.8	A	She 4FA20	She	Lav	Sch	Non	7600
Witt-Will A	4500	172	36x6	40x6†	Con B5	4¾x6	36.1	L	FC	Pie	Own	Zen	G	Eis	Wes	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	53.3	A	Tim 1732B	She	Ros	Smi	Non	9500

5 Ton

Amer. LaFrance 5R	5500	Opt	36x6‡	40x6†	Own 5R	4¾x6	36.1	L	PS	Own	Bus	Zen	V	Spl	Bos	Own	D	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.5	B	Own 5R	Mer	.....	Day	Non	9600
Atterbury 24E	5350	174	36x6	40x7†	Con B-7	5 x6	40.1	L	FP	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.7	A	Tim 1732B	S.P	Gem	Std	Non	9500
Atterbury 24E-LWB	5500	204	36x6	40x7†	Con B-7	5 x6	40.1	L	FP	Pie	Own	Zen	V	Bos	Bos	B-L	D	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.7	A	Tim 1732B	S.P	Gem	Std	Non	9900
Autocar L	4800	156	34x6	36x12†	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7400
Autocar M	4650	120	34x6	36x12†	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7200
Available H5	....	190	36x6	40x12	Her T-3	5 x6	40.0	L	FP	Pie	Chi	Str	V	Bos	Bos†	B-L	D	B-L 60	A	4	M-E	Tim 6760	W	F	11.3	60.6	A	Tim 1730	Tut	Ros	Smi	Non	9500
Brockway T	....	174	36x6	40x14†	Con B-7	5 x6	40.0	L	FP	Pha	Bus	Str	V	Eis	L-N†	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732	Row	Gem	Smi	Non	9800
§Chicago 50	....	163	36x6	40x6†	Her MU-3	4½x5½	32.4	L	FP	Sim	Bre	Zen	G	Bos	Non	B-L	D	B-L 55	A	4	Pet	Tim	R	F	10.3	63.1	A	Tim 1732B	Mat	Gem	Opt	Non	8500
Clinton 120L	5140	204	36x6‡	36x7†	Bud BTU	5 x6½	40.0	L	PC	Han	Own	Zen	G	.....	Bos	B-L	D	B-L 60	A	4	M-E	Tim 6760	W	F	8.80	47.1	A	Tim 1732B	Per	Ros	StM	.....	9400
Clinton 120LM	5250	204	36x6	36x7†	Bud BTU	5 x6½	40.0	L	PC	Han	Own	Zen	G	.....	Bos	B-L	D	B-L 60 Max	A	7	M-E	Tim 6760	W	F	8.80	83.6	A	Tim 1732B	Per	Ros	StM	.....	9400
Clydesdale 4	....	177	36x6	40x6†	Con B-5	4¾x6	36.1	L	FP	Own	Own	Zen	V	Bos	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	10.3	55.3	A	Tim 1630B	S.S	Ros	.....	Non	....
Corbitt AA	4750	178	36x6	40x6†	Con B7	5 x6	40.0	L	FP	Sim	McC	Str	V	Eis	Bos‡	B-L	D	B-L 60 Max	A	7	Spi	She W-51	W	½	13.0	96.0	A	She 4FA20	She	Ros	Smi	Non	9410
Day-Elder EN	....	170	36x5	40x6†	Con B-5	4¾x6	36.1	L	FP	Mon	Bus	Zen	V	Eis	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	She	Gem	Smi	Fir	8800
Diamond T S	....	180	36x6	40x6†	Hin Class B	4¾x6	36.1	L	PC	Own	G&O	Str	V	Bos	Opt‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	56.4	A	Tim 1732B	Mat	Gem	.....	Non	8750
Dixon	4490	160	36x5	36x12	Con L-4	4½x5½	32.4	L	FP	Pie	G&O	Zen	G	Bos	Non	Ful	D	Ful HUI	U	4	Har	Tim 6666	W	F	Opt	Opt	A	Tim 1632B	S.P	Ros	Smi	Non	7800
Federal X-2	....	163	36x6	40x6†	Con B-5	4¾x6	36.1	L	FP	Pha	Own	Zen	V	Eis	Rem†	B&B	P	W-G	A	4	Spi	Tim 6760	W	F	10.2	60.0	A	Tim 1630B	Mat	Gem	.....	Non	8700
Garford 68D	....	162	36x6‡	40x12	Bud BTU	5 x6½	40.0	L	PC	Sim	Own	Str	G	Spl	Wes‡	Own	D	Own 68D	A	4	Spi	Tim 6760	W	F	8.80	.....	A	Tim 1732B	Per	Ros	Smi	Non	9350
§Gary B50	4850	182	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	McC	Chi	Str	V	Eis	Non	B-L	D	B-L	A	4	Spi	Tim 6760	W	F	11.6	56.4	A	Tim 1730	Mar	Ros	Day	Non	9250
G.M.C. K-101A	....	163	36x5	40x12	Own K101	4½x6	32.4	L	FP	Own	McC	Mar	G	Sim	Rem	Own	D	Own 101A	A	7	Own	Tim 6760	W	F	10.0	86.0	A	Tim 1632B	.....	Own	Day	Non	8755
G.M.C. K-101B	....	187	36x5	40x12	Own K101	4½x6	32.4	L	FP	Own	McC	Mer	G	Sim	Rem	Own	D	Own 101B	A	7	Own	Tim 6760	W	F	10.0	86.0	A	Tim 1632B	.....	Own	Day	Non	9120
Gotfredson 100	....	166	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pha	McC	Zen	V	Bos	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	B	Tim 1732B	Amc	Gem	Day	Non	9700
Gramm-Berns'n 50-60	....	168	36x6	40x6†	Con 50	4¾x6	36.1	L	PC	Con	Own	Str	G	Eis	N-E	Own	D	Own 50	A	4	Own	She W-51	W	½	10.5	62.0	B	She HFA20	Per	Ros	Smi	Non	9700
Guilder K5-6	5250	170	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	G&O	Zen	G	Eis	Non	B-L	D	B-L 60	A	4	M-E	Wis	R	½	9.00	.....	B	Shu 650	Mer	Ros	Van	.....	8500
Indiana 51 & 52	....	1700	36x6	40x12	Wau EU	5 x6¼	40.0	L	PC	Wau	McC	Str	V	Eis	Rem†	B&B	P	B-L 60	A	7	Sne	She W-52	W	½	10.2	54.8	A	She 4-FA-20	Bea	Who	Smi	.....	9310
International 103	....	160	36x5	40x14	Own	4¼x5	28.9	H	SP	Own	Own	Own	G	RBo	Rem‡	Own	D	Own 103	A	4	Own	Own 103	I	D	11.0	69.9	B	Own 103	She	Own	Own	Non	7580
Kearns TF	4700	.....	36x6	40x12	Wis VAU	4½x6	32.4	L	PC	Dup	Bus	Zen	G	RBo	Non	Ful	D	Ful H-1	A	4	Pet	She W51	W	½	10.7	64.5	A	She 4FA20	She	Ros	Van	Non	8200
Kenworth RS	5500	178	36x6	40x14	Bud BTU	5 x6½	40.0	L	PC	Pie	Own	Str	V	Bos	Bos	B-L	P	B-L 60	A	7	Spi	She W-51	W	½	8.75	89.0	A	She 4FA-20	Lah	Ros	Smi	.....	9700
Kimball AF	5160	Opt	36x6	40x7†	Wis RBU	5 x6	40.0	L	PC	Non	Fle	Zen	V	Spl	Wes‡	B-L	D	B-L 60	A	4	Pet	Tim 6760	W	F	8.75	46.8	A	Tim 1630B	Tim	Ros	Smi	Fir	8800
King Zeitler	4525	168°	36x7	40x14	Con B5	4¾x6	36.1	L	FP	Pha	Chi	Str	G	Eis	Bos‡	B-L	D	B-L 60	A	4	Pic	Tim 6760	W	F	11.6	62.3	A	Tim 1732 B	Mar	Lav	Bim	Fir	8600
Kleiber	5300	185	36x6‡	40x14‡	Con B-5	4¾x6	36.1	L	FP	Non	R-T	Str	V	RBo	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.3	54.8	A	Tim 1730	Bet	Ros	Smi	....	10400
Krebs B120	....	180	36x6	40x12	Con B-5	4¾x6	36.1	L	PC	Own	Own	Zen	V	Bos	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6666	W	F	10.3	55.0	A	Tim 1632B	Mat	Ros	Smi	Fir	7460
Luedinghaus	....	160°	36x6‡	40x6‡	Wau EU	5 x6¼	40.0	L	PC	Non	Own	Zen	G	Spl	Opt‡	B-L	D	B-L 60	A	4	Spi	Tim	W	F	11.6	.....	A	.....	.....	Ros	.....	.....	9500
Maccar G1	....	186	36x6‡	40x6†	Wis RBU	5 x6	40.0	L	PC	Pie	Own	S-Z	V	Eis	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	Row	Ros	Day	.....	8975
Mack AC	5500	156°	36x6	40x6†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	L-N‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	*8.31	53.3*	D	Own AC	Mer	Own	.....	Non	9500
Master 61	....	158	36x5	40x12	Bud YBU	4½x6	32.4	L	PC	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful	A	4	Spi	Tim 6760	W	F	Opt	Opt	A	Tim 1630	Det	Ros	Smi	Non	8200
Menominee J3	4850	160	36x6	40x12	Wis RAU	4¾x6	36.1	L	PC	Mon	Own	Str	G	Eis	Bos‡	Det	D	Cot S	A	4	Spi	Tim	W	F	11.6	61.4	A	Con	Tut	Ros	Smi	Fir	8250
Moreland RX	5000	192	36x6	40x7	Con B-5	4¾x6	36.1	L	FP	Con	Own	.....	V	Spl	A-L‡	Own	D	Own 23H	A	5	Pet	Tim 6666	W	F	8.75	52.6	A	Tim 1632B	U.S	Ros	Smi	Non	8180
Nelson & LeMoon G	....	Opt	36x6	40x6†	Con B-2	4¾x6	36.1	L	FP	Con	Chi	Str	G	Bos	Bos‡	B-L	D	B-L 60	A	4	Own	Tim 6766	W	F	11.6	.....	A	Tim 1730	Tut	Ros	StM	Non	8000
Ogden G	....	175	36x6	40x12	Con B-5	4¾x6	36.1	L	FP	Con	Chi	Zen	G	Spl	Ves	B-L	D	B-L 35	A	4	M-E	Tim 6766	I	...	10.3	.....	A	Tim 1540B	Tut	Ros	Sm	Non	8600
Old Reliable D	4500	165	36x6	40x6†	Wis RAU	4¾x6	36.1	L	PC	Pha	Chi	Str	V	Apo	Bos	Own	D	B-L 60	A	4	Pet	She W-51	W	½	10.2	54.8	B	She 4FA20	She	Ros	Sch	Non	8000
Oneida E-9	4725	180°	36x6	40x12	Hin 1600	4½x5½	33.5	H	PC	Hin	Mod	Str	V	Apo	Bos	Ful	D	Ful GC	A	4	Pet	Tim 6660	W	F	11.6	70.00	A	Con 1801	Mat	Ros	Smi	Non	9400
Pierce-Arrow RD	5000	162	36x6‡	36x7†	Own RD	4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own RD	A	4	Spi	Own RD	W	F	7.8	40.4	B	Own RD	S.P	Own	Bet	.....	8750
Rowe FW	4850	170°	36x6	40x7†	Wis RAU	4¾x6	36.1	L	PC	Sim	Bus	Zen	G	Bos	Opt‡	B-L	D	B-L 60	A	4	Spi	She W51	W	½	10.2	40.7	A	She 5FA30	She	Ros	Smi	.....	9140
Sandow L	....	175	.....	.....	Bud BTU	5 x6½	32.4	L	FP	Mon	Chi	Str	G	Bos	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	½	11.0	46.6	B	Tim 1730	.....	Ros	.....	.....	7800
Sanford W50	5100	174	36x6	40x14	Con B-7	5 x6	36.1	L	FP	Pha	Own	Str	G	Con	Dyn	Ful	D	Ful H-1	A	4	Spi	She 51	W	½	10.7	67.0	A	She 4FA20	She	Ros	Van	Fir	9175
Schacht	4600	168	36x5	40x7†	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	D	Own	A	4	Spi	Own	W	F	14.0	66.5	B	Own	She	Own	StM	.....	8200
Selden Unit 90	....	164	36x6	40x12	Con B-7	5 x6	40.1	L	FP	Pha	Lon	Str	G	Eis	Non	Det	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	62.0	A	Tim 1730B	S.P	Gem	Std	.....	9650
Sterling W	5400	168	36x6	40x6†	Own EU	5 x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	Bos	H-S	D	Own W	A	3	Spi	Tim 6760	W	F	8.80	39.7	A	Tim 1732B	Mat	Ros	Hoo	Non	9175
Sterling EHD	5750	174	36x6	40x6†	Own EU	5 x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	Bos‡	H-S	O	Own EHD	A	6	M-E	Own EHD	C	D	7.26	44.0	B	Tim 1732B	Mat	Ros	Smi	Non	9695
Sterling ELD	6000	174	36x5	40x6†	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	Bos‡	H-S	O	Own ELD	A	6	M-E	Own ELD	C	D	7.04	43.0	B	Tim 1632B	Mat	Ros	Hoo	Non	7925
Super Truck 100	4500	164	40x5	40x6†	Wis RAU	4¾x6	36.1	L	PC	Sim	Chi	Zen	G	Spl	‡Ves†	Ful	D	Ful H	A	4	Spi	She W-51	W	½	10.2	49.2	A	She 4FA20	She	Ros	Smi	Non	8500
Transport 75	....	170	36x5‡	36x12‡	Bud YTU	4½x6	32.4	L	PC	Dup	Mod	Zen	G	Eis	Rem‡	B&B	P	Cot RU	U	4	Blo	Cla 3D	I	D	10.0	52.0	B	Shu 610	Det	Jac	Mot	.....	7600
Traylor F	4700	170	36x6	40x6†	Bud YTU	4½x6	32.4	L	PC	Sim	G&O	Zen	G	Bos	Wes†	B-L	D	B-L 60	A	4	Spi	She W-32	W	½	10.2	55.0	A	She 4FA20	Mer	Ros	Smi	Non	8800
U. S. S. Special	....	168	36x6	40x6†	Hin HA230	4½x5½	32.4	L	PC	Hin	Lon	Str	V	Spl	Bos‡	B-L	D	B-L 55	A	4	Blo	She	W	½	11.7	62.8	A	She 4FA20	She	Lav	Smi	Non	7500
United 80	....	176	36x6	36x12	Her MU3	4½x5½	32.4	L	PC	Dup	Per	Zen	G	Bos	Non	B-L	D	B-L 55	A	4	Blo	Wis 1800	R	...	14.1	74.9	A	Shu 610	Det	Lav	.....	.....	.....
Ward LaFrance A	5490	164	36x6	40x6†	.....	4 x6¼	40.0	L	PC	Non	Own	Str	G	Bos	Non	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	8.80	47.0	A	Tim 1730B	Row	Ros	Smi	Non	9300
White 45	4500	174	36x6‡	40x6†	Own GR	4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N†	Own	D	Own 45	U	5	Own	Own 45	R	F	11.7	48.2	B	Own 45	.....	Own	.....	Non	7930
Wilcox F	4350	162	36x5	40x12	Bud ATU	4¾x6½	36.1	L	PC	Dup	Own	Str	V	Bos	Opt‡	Own	D	Own EA	A	4	Spi	WAL 5A	R	½	10.2	56.5	B	She 5FA30	She	Own	Smi	Non	9000
Witt-Will A	4500	172	36x6	40x6†	Con B5	4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	Wes	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	53.3	A	Tim 1730B	She	Ros	Day	Non	9500

5½, 6 and 7 Ton

Acme 125	....	180	36x6	40x6†	Con B-5	4¾x6	36.1	L	FP	Dup	G&O	Ray	V	Eis	Del†	B&B	P	Cot T	A	4	Blo	Tim 6760	W	F	11.6	60.6	A	Tim 1730B	Det	Ros	Smi	Non	8976
Amer La Fr. 5R 6ton	5750	Opt	36x6‡	40x6†	Own 5R	4¾x6	36.1	L	PS	Own	Bus	Zen	V	Spl	Bos	Own	D	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.5	B	Own 5R	Mer	.....	Day	.....	9600
Amer. La Fr. 5R 7ton	6000	Opt	36x7	40x7†	Own 5R	4¾x6	36.1	L	PS	Own	Bus	Zen	V	Spl	Bos	Own		Own 5R	A	4	Own	Own 5R	W	F	11.6	63.6	B	Own 5R	Mer	.....	Day	.....	9800
Autocar L	4800	156	34x6	36x12†	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7400
Autocar M	4650	120	34x6	36x12†	Own Y	4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos	L-N‡	Own	P	Own B	A	4	Spi	Own Y	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7200
Clinton 120SM	5250	180	36x6‡	40x7‡	Bud BTU	5 x6½	40.0	L	PC	Han	Own	Zen	G	.....	Bos	B-L	D	B-L 60	A	7	M-E	Tim 6760	W	F	8.80	83.6	A	Tim 1732B	Per	Ros	StM	.....	9400
Clydesdale 2	....	176	36x7	40x7†	Con B5	4¾x6	36.1	L	FP	Own	Own	Zen	V	Bos	Bos‡	B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	62.5	A	Tim 1730B	Std	Ros	.....	Non	....
Fageol 645	5800	172	36x6	40x14	Wau DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Spl	Spl	B-L	D	Own B	A	7	Spi	Tim 6760	W	F	.....	.....	A	Tim 1732-B	Mat	Ros	.....	.....	9100
Garford 151	....	162	36x6	40x12	Bud BTU	5 x6½	40.0	L	PC	Sim	Own	Str	G	Spl	Wes‡	Own	D	Own 151	J	4	Spi	Own 151	C	D	11.4	.....	B	Tim 1732B	Per	Ros	Cla	Non	10100
Gramm-Bernstein 56	....	168	36x6	40x6†	Con B5	4¾x6	36.1	L	PC	Con	Own	Str	G	Eis	N-E†	Own	D	Own 50	A	4	Own	She W51	W	½	10.5	62.00	B	She	Per	Ros	Smi	Non	9700
Guilder K	5250	170	36x6	40x14	Bud BTU	5 x6½	....	L	PC	Pie	G&O	Zen	G	Eis	Non	B-L	D	B-L 60	A	4	M-E	Wis	R	½	9.10	.....	A	Shu 650	Mer	Ros	Van	Van	8500
Kelly-Springfield K61	5000	156	36x6	36x7†	Own K61	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	B&B	P	B-L 60	A	4	Pet	Cla 5H	I	D	11.6	61.8	D	Own K-61	Per	Gem	Cla	Non	9025
Mack AC6½	5750	156°	36x6	40x12	Own AC	5 x6	40.0	L	PS	Own	Own	Zen	G	Spl	L-N‡	Own	P	Own AC	J	4	Spi	Own AC	C	D	*8.95	57.4*	D	Own AC	Mer	Own	.....	.....	9850

For full name and address of manufacturer and information regarding complete line see page 47

Trade Name and Model	General				Engine									Electrical System		Clutch		Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size §§ Front (inches)	Tire Size §§ Rear (inches)	Make and Model	Bore and Stroke (inches)	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Make	Type	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
5½, 6 and 7 Ton—con'd																																
Mack AC7½	6000	156°	36x7	40x7†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	Non	Own	P	Own AC	J	4	Spi	Own AC	C	D	10.5	67.3	D	Own AC	Mer	Own	.....	Non	10100
Master 64	....	170	36x6	40x14	Bud ATU	4¾x6½	36.1	L	PC	Pie	Chi	Zen	V	Eis	Non	Ful	D	Ful	A	4	Spi	Tim 6760	W	F	Opt	Opt	A	Tim 1730B	Det	Ros	Smi	Non	9800
Old Reliable L	6000	Opt	36x6	40x7†	Wau P	4¾x6¾	36.1	L	PC	Wau	Chi	St	G	Bos	Non	Own	O	Own L	J	4	Pet	Own L	C	D	10.0	50.6	B	Con 2005	She	Ros	Sch	Non	10250
Pierce-Arrow RF	5200	168	36x6‡	40x8†	Own RF	4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own RF	A	4	Spi	Own RF	W	F	10.0	51.9	B	Own RF	S.P	Own	Bet	.....	9540
Rainier R27	5100	170	36x6	40x6†	Con B-5	4¾x6	36.1	L	FP	Pie	Bus	Zen	V	Eis	Del	‡B-L	D	B-L 60	A	4	Spi	Tim 6760	W	F	13.6	73.0	A	Tim 1632B	She	Ros	Smi	Non	9000
Saurer 5AD	6500	Opt	40x6‡	40x7‡	Own 5AD	4 11/16x7 3/8	29.3	L	PS	Own	Own	Own	G	Sci	Non	Own	K	Own 5AD	U	4	Own	Own 5 AD	B	F	7.87	50.0	B	Own 5AD	Own	Own	Own	.....	7500
Service 103	....	173	36x6	40x12	Bud YBU	4½x6	32.4	L	PC	Non	Lon	Str	V	Eis	Rem‡	B&B	P	B-L 60	A	4	M-E	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	She	Ros	Int	Non	9150
Standard 5-7	....	165	36x6	40x14	Con B-5	4¾x6	36.1	L	FP	Sim	Lon	Str	V	Eis	Bos‡	B-L	D	B-L 60	A	7	Spi	Tim 6760	W	F	6.86	83.6	A	Tim 1730	Amc	Gem	Day	Non	8700
Sterling 7½	6500	174	36x6	40x7†	Own 7½	5 x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	Bos‡	H-S	O	Own EHB	A	6	M-E	Own 7½	C	D	8.20	49.9	B	Tim 1732B	Met	Mat	Smi	Non	10175
U.S. T	....	172	36x6	40x6†	Bud ATU	4¾x6½	36.1	L	PC	Sim	Lon	Str	V	Eis	Bos	B-L	D	B-L 60	A	4	Blo	She W-51	W	½	10.2	54.8	B	She 4FA20	She	Lav	Smi	Non	9700
Gasoline Tractor-Trucks																																
Acme 40	....	111	34x4	34x6	Con J-4	3¾x5	22.5	L	FP	Dup	G&O	Zen	V	Eis	Del	B&B	P	Cot AAU	U	..	Blo	Tim 6460	W	½	8.75	35.0	A	Tim 1520	Det	Ros	Bim	Non	3983
Acme 40L	....	116⅛	34x4	34x6	Con K4	4⅛x5¾	27.2	L	FP	Dup	G&O	Zen	V	Eis	Del	B&B	P	Cot RU	U	4	Blo	Tim 6460	W	½	7.00	34.6	A	Tim 1520	Det	Ros	Bim	Non	4580
Acme 60	....	116⅛	36x4	36x8	Con K4	4⅛x5¼	27.2	L	FP	Dup	G&O	Zen	V	Eis	Del	B&B	P	Cot RU	U	4	Blo	Tim 6560	W	F	9.25	48.1	A	Tim 1540-B	Det	Ros	Bim	Non	4830
Acme 60 L	....	119¾	36x4	36x10	Con L4	4½x5½	32.4	L	FP	Dup	G&O	Zen	V	Eis	Del	B&B	P	Cot RU	U	4	Blo	Tim 6560	W	F	8.50	42.0	A	Tim 1540B	Det	Ros	Int	Non	5050
Acme 90	....	121¾	36x5	40x12	Con L4	4½x5½	32.4	L	FP	Dup	G&O	Zen	V	Eis	Del	B&B	P	Cot SU	U	4	Blo	Tim 6660	W	F	10.3	53.7	A	Tim 1630B	Det	Ros	Bim	Non	6980
Acme 90–L	....	129	36x5	40x12	Con B5	4¾x6	36.1	L	FP	Dup	G&O	Ray	V	Eis	Del	B&B	P	Cot SU	U	4	Blo	Tim 6660	W	F	8.75	45.5	A	Tim 1630-B	Det	Ros	Bim	Non	8160
Acme 125	....	129	36x6	40x14	Con B5	4¾x6	36.1	L	FP	Dup	G&O	Ray	V	Eis	Del	B&B	P	Cot SU	U	4	Blo	Tim 6760	W	F	11.6	60.6	A	Tim 1730-B	Det	Ros	Smi	Non	8976
Amer. La Fr. 5 Ton	3950	143⅜	36x4‡	36x7‡	Own 2R	4¼x6	28.9	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.8	B	Own 2R	Mer	.....	Day	.....	6400
Amer. La Fr. 7 Ton	4950	146⅛	36x5‡	36x10‡	Own 3R	4¼x6	28.9	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 2R	A	4	Own	Own 2R	W	F	8.75	47.7	B	Own 3R	Mer	.....	Day	.....	8400
Amer. La Fr. 10 Ton	5500	146½	36x6‡	40x6†	Own 5R	4¾x6	36.1	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 5R	A	4	Own	Own 3R	W	F	10.0	54.5	B	Own 5R	Mer	.....	Day	.....	9400
Amer. La Fr. 13 Ton	5750	146½	36x6‡	40x6†	Own 5R	4¾x6	36.1	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 5R	A	4	Own	Own 3R	W	F	10.0	54.5	B	Own 5R	Mer	.....	Day	.....	9500
Amer. La Fr. 15 Ton	6000	146½	36x7‡	40x7†	Own 5R	4¾x6	36.1	L	PS	Own	Bus	Zen	V	Spl	Bos‡	Own	D	Own 5R	A	4	Own	Own 5R	W	F	11.6	63.6	B	Own 5R	Mer	.....	Day	.....	9700
Diamond T O3T	....	119½	36x4	36x4	.....	.....	....	L	PC	.....	G&O	Str	G	Bos	Non‡	Cov	D	Cov JUC	U	3	Spi	Tim	W	½	6.20	26.0	A	Own 512	.....	.....	.....	Non	....
Diamond T TT	....	119½	36x3½	36x5	Hin 700	3¾x5¼	22.5	L	PC	Hin	G&O	Str	V	Bos	Non	Cov	D	Cov	U	3	Spi	Tim	W	½	8.20	29.9	A	Tim 1452	Mat	Gem	.....	Non	....
Diamond T U2T	....	119½	36x4†	36x8†	Hin 1400	4 x5¼	25.6	L	PC	Hin	G&O	Str	V	Bos	Non	Cov	D	Cov RU4C	U	4	Spi	Tim 6560	W	F	7.90	36.8	A	Tim 1544B	Mat	Gem	.....	Non	....
Diamond T KT	....	118⅞	36x5	36x5†	Hin 1500	4½x5½	28.9	L	PC	Hin	G&O	Str	V	Bos	Non	Cov	D	Cov SA4	A	4	Spi	Tim 6666	W	F	8.80	44.3	A	Tim 1632B	Mat	Gem	.....	Non	....
Diamond T ST	....	140	36x6	40x5†	Hin CLB	4¾x6	36.1	L	PC	Hin	G&O	Str	V	Bos	Non	Cov	D	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	56.4	A	Tim 1732B	Mat	Gem	.....	Non	....
Federal	....	125	36x4	36x4†	Con K-4	4⅛x5¼	27.2	L	FP	Pha	Own	Zen	V	Eis	Rem	B&B	P	D-G	A	4	Spi	Tim 6560	W	F	8.50	50.1	A	Own	.....	Gem	.....	Non	5000
Federal	....	121	36x5	36x5†	Con L-4	4½x5½	32.4	L	FP	Pha	Own	Zen	V	Eis	Rem	B&B	P	W-G	A	4	Spi	Tim 6666	W	F	10.3	59.8	A	Tim 1630B	.....	Gem	.....	Non	6700
F. W. D	....	105	36x7	36x7	Wis A	4¾x5½	36.1	T	PC	Pie	MeC	Str	G	Eis	N-E‡	H-S	D	Cot DAE	A	3	Blo	Own B	B	F	8.90	35.6	B	Own B	Tut	Ros	Std	Non	6150
G.M.C. K-41T	....	127	36x4	36x8	Own K-41	4 x5½	25.6	L	FP	Own	Own	Mar	G	Sim	Rem	Own	D	Own K41	U	7	Own	Tim 6560	W	F	8.50	57.5	A	Tim 1542B	.....	Own	Det	Non	5520
G.M.C. K-71T	....	138	36x5	36x12	Own K71	4½x6	32.4	L	FP	Own	Own	Mar	G	Sim	Rem	Own	D	Own K71	A	7	Own	Tim 6666	W	F	10.3	88.8	A	Tim 1632B	.....	Own	Day	Non	8120
G.M.C. K-101T	....	138	36x5	36x14	Own K101	4½x6	32.4	L	FP	Own	Own	Mar	G	Sim	Rem	Own	D	Own K101	A	7	Own	Tim 6760	W	F	11.6	100.4	A	Tim 1632B	.....	Own	Day	Non	8880
Harvey WFT	3030	125	36x5	36x10	Bud ETU	4¼x5½	28.9	L	PC	MeC	Own	Str	G	Eis	Non	Ful	D	B-L 51	A	4	Spi	She W21	W	½	8.75	46.8	A	She D-370	Bea	Ros	Smi	Non	7030
Harvey WHT	4050	125	36x6	36x12	Bud YTU	4½x6	32.4	L	PC	MeC	Own	Str	G	Eis	Non	Ful	D	B-L 60	A	4	Spi	She W-32	W	½	10.2	54.8	A	She 4FA20	Bea	Ros	Smi	Non	8900
Kelly-Springfield K-70	2900	120	36x4	36x7	Con K-4	4⅛x5¼	27.2	L	FP	Pie	Own	Zen	G	Eis	Del	B&B	P	B-L 51	A	4	Spi	Own K70	W	½	9.25	49.5	A	Own K70	Mat	Ros	StM	Non	5887
Kelly-Springfield K-75	3600	124	36x5	36x10	Con L5	4¼x5½	28.9	L	FP	Pie	Own	Zen	G	Eis	Del	B&B	P	B-L 55	A	4	Pet	Cla 2H	I	D	9.00	48.1	D	Own K75	Mat	Ros	Cla	Non	6300
Kelly-Springfield K-76	3600	124	36x5	36x10	Con L5	4¼x5½	28.9	L	FP	Pie	Own	Zen	G	Eis	Del	B&B	P	B-L 55	A	4	Pet	Own K76	W	½	11.6	62.0	A	Own K76	Mat	Ros	StM	Non	6400
Kelly-Springfield K-41	4400	126	36x5	36x12	Own K-41	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Del	B&B	P	B-L 60	A	4	Pet	Cla 3H	I	D	11.6	62.0	D	Own K41	Per	Gem	Cla	Non	7740
Kelly-Springfield K-42	3900	126	36x5	40x5	Own K-42	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Del	B&B	P	B-L 60	A	4	Pet	Std 607-5	W	½	10.2	54.8	A	Own K-42	Per	Gem	Smi	Non	8100
Kelly-Springfield K-61	5000	126	36x6	36x7†	Own K-61	4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Del	B&B	P	B-L 60	A	4	Pet	Cla 5H	I	D	10.2	54.8	D	Own K-42	Per	Gem	Smi	Non	9025
Mack AB 5-Ton	3400	122½	36x4	36x4†	Own AB	4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	Non	Own	D	Own AB	J	4	Spi	Own AB	C	D	10.5	51.1	B	Own AB	Mer	Own	.....	Non	5200
Mack AC 7-Ton	4950	128	36x5	40x5†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	Non	Own	P	Own AC	J	4	Spi	Own AC	C	D	9.06	58.0	D	Own AC	Mer	Own	.....	Non	9200
Mack AC 10-Ton	5500	128	36x6	40x6†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	Non	Own	P	Own AC	J	4	Spi	Own AC	C	D	9.69	62.2	D	Own AC	Mer	Own	.....	Non	9570
Mack AC 13-Ton	5750	128	36x6	40x12	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	Non	Own	P	Own AC	J	4	Spi	Own AC	C	D	10.5	67.4	D	Own AC	Mer	Own	.....	Non	9950
Mack AC 15-Ton	6000	128	36x7	40x7†	Own AC	5 x6	40.0	L	PS	Own	Own	Str	G	Spl	Non	Own	P	Own AC	J	4	Spi	Own AC	C	D	11.5	73.5	D	Own AC	Mer	Own	.....	Non	10300
Pierce-Arrow XB	3500	118	36x5	36x5†	Own XB	4 x5½	25.6	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own XB	A	4	Spi	Own XB	W	F	9.25	.....	A	Own	S.P	Own	Own	Non	6280
Pierce-Arrow RD	4700	118	36x6	36x6†	Own RD	4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own RD	A	4	Spi	Own RD	W	F	7.8	.....	B	Own	S.P	Own	Own	Non	8490
Pierce-Arrow RF	5200	118	36x6	36x6†	Own RF	4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	Own	D	Own RF	A	4	Spi	Own RF	W	½	10.0	.....	B	Own	S.P	Own	Own	Non	9540
Saurer	6500	Opt	40x6‡	40x7†	Own	4 11/16x7 3/8	29.3	L	PS	Own	Own	Own	G	Sci	Non	Own	K	Own	U	4	Own	Own	B	F	7.87	50 0	B	Own	Own	Own	Own	.....	7500
Schacht 5 Ton	3400	129½	36x4	36x8	Wis UAU	4¼x6	28.9	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own 5	A	8	Spi	Own G	W	F	8.66	41.2	B	Own G	She	Own	StM	Non	6200
Schacht 7 Ton	3800	129½	36x5	36x10	Wis UAU	4¼x6	28.9	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own 7	A	8	Spi	Own G	W	F	9.66	45.8	B	Own G	She	Own	StM	Non	6700
Schacht 10 Ton	4400	131½	36x6	40x12	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own 10	A	8	Spi	Own G	W	F	11.65	55.4	B	Own G	She	Own	StM	Non	8200
Schacht 13 Ton	4600	131½	36x6	40x12	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own 13	A	8	Spi	Own G	W	F	14.0	66.5	B	Own G	She	Own	StM	Non	8400
Schacht 15 Ton	5000	131½	36x7	40x7	Wis VAU	4½x6	32.4	L	PC	Dup	Own	Zen	G	Bos	Non	B&B	P	Own 15	A	8	Spi	Own G	W	F	14.0	66.5	B	Own G	She	Own	StM	Non	8700
Sterling W-5-5 Ton	3905	130	36x4	36x4†	Own DU	4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Eis	Bos	B-L	D	B-L 35	U	4	Spi	Tim 6566	W	F	7.20	38.5	A	Tim 1544B	Mat	Ros	Mod	Non	5450
Sterling W-7-7½ Ton	4805	148	36x5	40x5†	Own DU	4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	Bos	H-S	O	Own W	A	3	Spi	Tim 6666	W	F	8.70	39.2	A	Tim 1632B	Mat	Ros	Hoo	Non	7675
Sterling W-10-10 Ton	5500	148	36x6	40x6†	Own EU	5 x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	Bos	H-S	O	Own W	A	3	Spi	Tim 6760	W	F	8.80	34.7	A	Tim 1732B	Mat	Ros	Hoo	Non	9075
Sterling C12–12 Ton	5850	143	36x5	40x6†	Own DU	4½x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	Bos	H-S	O	Own ELD	A	6	M-E	Own ELD	C	D	7.70	47.0	B	Tim 1632B	Mat	Ros	Hoo	Mon	7825
Sterling C-15-15 Ton	6100	148	36x6	40x6†	Own EU	5 x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	Bos	H-S	O	Own EHD	A	6	M-E	Own EHD	C	D	8.70	52.0	B	Tim 1732B	Mat	Ros	Smi	Non	9575
Sterling C-20-20 Ton	6600	148	36x6	40x7†	Own EU	5 x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	Bos	H-S	O	Own EHD	A	6	M-E	Own 7½	C	D	8.70	52.7	B	Tim 1732B	Mat	Ros	Smi	Non	10075
Walter FL 7 Ton	....	Opt	40x6	40x8	Own FY	4 x5¾	25.6	L	PC	Own	Own	Str	V	Wes	N-E	Own	D	Own FE	U	5	Own	Own FE	W	F	8.50	85.0	A	Own FE	.....	Ros	Day	Non	7700
Walter F 10 Ton	....	.....	40x7	40x8	Own DU	4½x6¼	32.4	L	PC	Own	Own	Zen	V	Wes	N-E	M-E	P	Own F	U	5	Own	Own F	W	F	8.50	85.0	A	Own F	.....	Ros	Day	Non	8500
Walter FR 15 Ton	....	Opt	40x8	40x7†	Own DY	4½x6¾	32.4	L	PC	Own	Own	Zen	V	Wes	N-E	Own	D	Own FR	U	5	Own	Own FR	W	F	8.50	85.0	A	Own FR	.....	Ros	Day	Non	9200

Manufacturers and Models Included in the Specification Tables

List Includes Manufacturers of Buses and Electric Trucks

Manufacturers Who Distribute Nationally

Note: This grouping of the manufacturers has been made from the best information at hand. Manufacturers are invited to furnish us with further information in relation to their distribution which will enable us to make this grouping as correct as possible.

Acme—1½, 2, 2½, 3, 4, 5, 6¼—Bus—Acme Motor Truck Co., Cadillac, Mich.

American-LaFrance—2½ 3½, 5, 6, 7—T.T.—American-LaFrance Fire Engine Co., Inc., Elmira, N. Y.

Armleder—1½, 2½, 3½—O. Armleder Motor Truck Co., Cincinnati, Ohio.

Atterbury—1½, 2½, 3½, 5—Atterbury Motor Car Co., Buffalo, N. Y.

Autocar—1, 1¼, 1½, 2, 2½, 3, 4, 5, 6—T.T.—Autocar Co., Ardmore, Pa.

Bessemer—1, 1½, 2½, 4—Bessemer Motor Truck Co., Plainfield, N. J.

Bethlehem—1, 2, 2½, 3½—Bethlehem Motors Corp., Allentown, Pa.

Bridgeport—1½, 2½, 4—Bus—Bridgeport Motor Truck Corp., Stratford, Conn.

Brockway—1, 1½, 2½, 3½, 5—Bus—Brockway Motor Truck Corp., Cortland, N. Y.

C. T. Elec.—½, ¾, 1, 2, 3, 3½, 5—Commercial Truck Co., Phila., Pa.

Chevrolet—½, 1—Chevrolet Motor Co., G. M. C. Bldg., Detroit, Mich.

Clydesdale—1¼, 2½, 3½, 5, 7—Clydesdale Motor Truck Co., Clyde, Ohio.

Commerce—1, 1¼, 1½, 2½—Bus—Commerce Motor Truck Co., Ypsilanti, Mich.

Day-Elder—1½, 2, 2½, 3, 4, 5-6—Bus—Day-Elder Motors Corp., Newark, N. J.

Diamond T—1, 1¼, 1½, 2½, 3½, 5—Diamond T Motor Car Co., Chicago, Ill.

Dodge Brothers—¾—Dodge Brothers, Inc., Detroit, Mich.

Duplex—1, 1½, 2, 2½, 3½—Bus—Duplex Truck Co., Lansing, Mich.

F. W. D.—3—Four-Wheel Drive Auto Co., Clintonville, Wis.

Fageol—2, 3, 4, 6—Bus—Fageol Motors Co., Oakland, Cal.

Federal—1, 1½, 2, 2½, 4, 5—Bus—T.T.—Federal Motor Truck Co., Detroit, Mich.

Ford—1—Ford Motor Co., Highland Park, Mich.

G. M. C.—1, 2½, 3½, 5—T.T.—General Motors Truck Co., Pontiac, Mich.

Garford—1, 1½, 4, 5, 7½—Bus—Garford Motor Truck Co., Lima, Ohio.

Gotfredson—1, 1½, 2, 3, 4, 5—Gotfredson Truck Corp., Detroit, Mich. Gotfredson Truck Corp., Ltd., Walkerville, Ont.

Graham—1, 1½—Bus—Graham Brothers, Detroit, Mich.

Gramm-Bernstein—1, 1¼, 1½, 2, 2½, 3, 3½, 4, 5, 6—Gramm-Bernstein Motor Truck Co., Lima, Ohio.

Indiana—1, 1½, 2, 2½, 3½, 5—Indiana Truck Corp., Marion, Ind.

International—1, 1½, 2, 3, 5—Bus—International Harvester Co. of America, Chicago, Ill.

Kelland (Elec.)—½, ¾, 1—Kelland Motor Car Co., Newark, N. J.

Kelly-Springfield—1½-2, 2½, 3½-5, 5-7—Kelly-Springfield Motor Truck Co., Springfield, Ohio.

Lansden (Elec.)—¾, 1, 2, 3½, 5, 6—Lansden Company, Danbury, Conn.

Larrabee-Deyo—1¼, 1½, 2½, 3½—Bus—Larrabee-Deyo Motor Truck Co., Inc., Binghamton, N. Y.

Luedinghaus—1, 1½, 2½, 3½, 5—Luedinghaus-Espenshied Wagon Co., St. Louis, Mo.

Maccar—1¼, 2, 3, 4, 5—Maccar Truck Co., Scranton, Pa.

Mack—1½, 2, 2½, 3½, 5, 6½, 7½—Bus—T.T.—International Motor Co., New York, N. Y.

Mason Road King—1½—Mason Motor Truck Co., Flint, Mich.

Nash—1, 2, 2½—Nash Motors Co., Kenosha, Wis.

O. B.—2, 3½, 5—O. B. Electric Vehicles, Inc., Long Island City, N. Y.

Oshkosh—2, 2½, 4—Oshkosh Motor Truck Mfg. Co., Oshkosh, Wis.

Overland—½—Willys-Overland Co., Toledo, Ohio.

Pierce-Arrow—2, 3, 4, 5, 6, 7½, T.T.—Bus—Pierce-Arrow Motor Car Co., Buffalo, N. Y.

Reo—1¼—Bus—Reo Motor Car Co., Lansing, Mich.

Republic—1¼, 1½, 2, 3, 4½—Bus—Republic Motor Truck Co., Inc., Alma, Mich. ¼

Rowe—2½, 3, 4, 5—Rowe Motor Mfg. Co., Lancaster, Pa.

Ruggles—¾, 1¼, 1½, 2, 2½, 3—Ruggles Motor Truck Co., Saginaw, Mich.

Sanford—1, 1½, 2½, 3½, 5—Sanford Motor Co., Syracuse, N. Y.

Schacht—1½, 2, 2½, 3, 4, 5—G. A. Schacht Motor Truck Co., Cincinnati, Ohio.

Selden—1¼, 1½, 2½, 3, 3½, 5—Bus—Selden Truck Corp., Rochester, N. Y.

Service—1¼, 1½, 2, 3, 4, 6—Service Motors, Inc., Wabash, Ind.

Standard—1¼, 1½, 2½, 3½, 5, 6—Standard Motor Truck Co., Detroit, Mich.

Sterling—1½, 2, 2½, 3½, 5, 7½—Bus—Sterling Motor Truck Co., Milwaukee, Wis.

Stewart—1, 1¼, 1½, 2, 2½, 3½—Stewart Motor Corp., Buffalo, N. Y.

United—1, 1½, 2, 2½, 3, 3½—United Motor Products Co., Grand Rapids, Mich.

Walker(Elec.)—½, ¾, 1, 2, 3½, 5—Walker Vehicle Co., Chicago, Ill.

Ward (Elec.)—750 lb. to 7 Ton—Ward Motor Vehicle Co., Mt. Vernon, N. Y.

White—¾, 2, 3½, 5—Bus—White Co., Cleveland, Ohio.

Yellow Cab—¾, 1—Bus—Yellow Cab Mfg. Co., Chicago, Ill.

Manufacturers Who Distribute Locally

Acorn—2½, 4—Acorn Motor Truck Co., Chicago, Ill.

Ace—2½—Bus—American Motor Truck Co., Newark, Ohio (receiver).

Available—1½, 2, 2½, 3½, 5—Available Truck Co., Chicago, Ill.

Betz—1, 2½—Betz Motor Truck Co., Hammond, Ind.

Brinton—1½, 2½—Brinton Motor Truck Co., Philadelphia, Pa.

Buffalo—2, 3—Buffalo Truck and Tractor Corp., Clarence, N. Y.

Casco—1—Casco Motors, Inc., Sanford, Me.

Clinton—1¼, 2, 3, 4, 5 to 7—Bus—Clinton Motors Corp., Reading, Pa.

Columbia—1½, 2½, 3—Columbia Motor Truck Co., Pontiac, Mich.

Concord—1, 2, 2½, 3—Abbott-Downing Truck & Body Co., Concord, N. H.

Corbitt—¾, 1, 1½, 2, 2½, 3, 4, 5—Corbitt Motor Truck Co., Henderson, N. C.

Defiance—1¼, 1½, 2, 3—Defiance Motor Truck Co., Defiance, Ohio.

De Martini—1½, 2, 3, 4—De Martini Motor Truck Co., San Francisco, Cal.

Diehl—1, 1½—Diehl Motor Truck Works, Philadelphia, Pa.

Dixon—1½, 2, 2½, 3½, 5—Dixon Motor Truck Co., Altoona, Pa.

Dorris—1, 2½, 3½—Dorris Motor Car Co., St. Louis, Mo.

Double Drive—3—Double Drive Truck Co., Benton Harbor, Mich.

Eagle—1¼, 2—Eagle Motor Truck Corp., St. Louis, Mo.

Fifth Avenue—Bus—Fifth Avenue Coach Co., New York City.

Front Drive—1½—Double Drive Truck Co., Benton Harbor, Mich.

Fulton—1, 2—Fulton Motors Corp., Farmingdale, N. Y.

Gary—1, 2, 2½, 3, 3½, 5—Gary Motor Corp., Gary, Ind.

G. W. W.—1½, 2—Wilson Truck Mfg. Co., Henderson, Iowa.

Grass Premier—1, 1½, 2, 2½, 3½—Grass Premier Truck Co., Sauk City, Wis.

Guilder—1½, 2, 3, 4, 5, 6—Bus—Guilder Engineering Co., Poughkeepsie, N. Y.

Harvey—2½, 3½, 6, 10—T.T.—Harvey Motor Truck Co., Harvey, Ill.

Hawkeye—1½, 2½, 3½—Hawkeye Truck Co., Sioux City, Iowa.

Hug—1½, 2, 3½—Hug Company, Highland, Ill.

Independent—1, 1½, 2½—Independent Motor Truck Co., Inc., Davenport, Ia.

Kankakee—2½—Kankakee Motor Truck Co., Kankakee, Ill.

Kearns—1, 2, 3½, 5—Kearns-Dughie Motors Co., Danville, Pa.

Kenworth—1½, 3, 3½—Kenworth Motor Truck Corp., Seattle, Wash.

Kimball—2, 2½, 4, 5—Kimball Motors Corp., Los Angeles, Cal.

King Zeitler—1, 1½, 2½, 3½, 5—King Zeitler Co., Chicago, Ill.

Kissel—1, 1½, 2½, 4—Bus—Kissel Motor Car Co., Hartford, Wis.

Kleiber—1½, 2½, 3½, 5—Kleiber Motor Truck Co., San Francisco, Cal.

Krebs—1¼, 2½, 3½, 5—Krebs Motor Truck Co., Bellevue, Ohio.

Lange—1½, 2½, 3½—Lange Motor Truck Co., Pittsburgh, Pa.

Master—1¼, 1½, 2½, 3½, 5, 5½—Bus—Master Motor Truck Mfg. Co., Chicago, Ill.

Menominee—1, 1¼, 1½, 2½, 3½, 5—Bus—Menominee Motor Truck Co., Clintonville, Wis.

Moreland—1, 1½, 2, 3, 5—Moreland Motor Truck Co., Burbank, Cal.

National—2, 3, 3½, 4—National Steel Car Corp., Ltd., Hamilton, Ont., Canada.

Nelson-LeMoon—1, 1½, 2, 2½, 3½, 5—Nelson & LeMoon, Chicago, Ill.

Netco—2, 2½, 3, 4—New England Truck Co., Fitchburg, Mass.

Noble—1, 1½, 2, 2½, 3, 3½, 4—Noble Motor Truck Co., Kendallville, Ind.

Northway—1¼, 2, 3½—Northway Motors Corp., Natick, Mass.

Ogden—1, 1½, 2½, 3½, 5—Ogden Truck Co., Chicago, Ill.

O. K.—1, 1½, 2, 2½, 3½—Nolan Truck Co., Okay, Okla.

Old Reliable—2½, 3½, 5, 6—Old Reliable Motor Truck Co., Chicago, Ill.

Oneida—2, 2½, 3½, 5—Oneida Manufacturing Co., Green Bay, Wis.

Patriot—1, 2, 3—Patriot Mfg. Co., Havelock Neb.

Penn—1, 2—Penn Motors Corp., Philadelphia, Pa.

Philadelphia Motor Coach—Bus—Phila. Motor Coach Co., Phila., Pa.

Pioneer—1—Pioneer Truck Co., Chicago, Ill.

Power—1½, 2½, 3½—Power Truck & Tractor Co., St. Louis, Mo.

Rainier—¾, 1, 1½, 2, 2½, 3½, 5, 6—Rainier Motor Corp., Long Island City, N. Y.

Red Ball—3—Red Ball Transit Co., Indianapolis, Ind.

Rumely—1½—Advance Rumely Thresher Co., Laporte, Ind.

Sandow—1, 1½, 2, 2½, 3½, 5—Sandow Motor Truck Co., Chicago Heights, Ill.

Saurer—6½, T.T.—Adolph Saurer, Inc., New York, N. Y.

Six Wheel Bus—The Six Wheel Co. of Philadelphia, Philadelphia, Pa.

Steinmetz—Steinmetz Electric Motor Car Corp., Arlington, Baltimore, Md.

Super Truck—2½, 3½, 5—O'Connell Motor Truck Co., Waukegan, Ill.

Traffic—1½, 2, 3—Traffic Motor Truck Corp., St. Louis, Mo.

Transport—1, 1½, 2, 3½, 5—Transport Truck Co., Mt. Pleasant, Mich.

Traylor—1½, 2, 3, 5—Traylor Eng. & Mfg. Co., Allentown, Pa.

Triangle—1, 1½, 2, 2½—Triangle Motor Truck Co., St. Johns, Mich.

Twin City—2½, 3, 3½—Minneapolis Steel and Machinery Co., Minneapolis, Minn.

Union—1½, 2½, 4, 6—Bus—Union Motor Truck Co., Bay City, Mich.

U. S.—1¼, 1½, 2½, 3, 4, 5-7—United States Motor Truck Co., Cincinnati, Ohio.

Wachusett—1, 1½, 2, 2½—Wachusett Motors, Inc., Fitchburg, Mass.

Walker Johnson—1½, 2½, 3—Walker Johnson Truck Co., Woburn, Mass.

Walter (Elec.)—T.T.—Walter Motor Truck Co., Long Island City, N. Y.

Ward La France—2½, 3½, 5—Ward La France Truck Corp., Elmira, N. Y.

Wilcox—1, 1½, 2½, 3½, 5—Wilcox Trux, Inc., Minneapolis, Minn.

Witt-Will—1½, 2, 2½, 3, 4, 5—Witt-Will Co., Inc., Washington, D. C.

DETAILED MOTOR

This Table Comprises Motor Bus Chassis Which Are Designed

For Other Chassis Which Are Recommended and Adaptable for Bus Use See Models

Line Number	MAKE AND MODEL	GENERAL								ENGINE							ELECTRICAL SYSTEM				NORMAL SPEED	
		Seating Capacity	Chassis Price	Weights			Wheelbase	Tread		Make and Model	Number of Cylinders Bore and Stroke	Rated Horse Power N.A.C.C.	Valve Arrangement	Oiling System	Radiator Make	Fuel System	Ignition System Make	Generator and Starter Make	Battery			
				Chassis Only	Chassis with Body	Recommended Body Allowance		Front	Rear							Carburetor Make / Fuel Feed			Make	Model	Voltage and Amp. Hr. Cap.	High W. P. H.	Low M. P. H.
1	Ace C	30	4800	6500	11500	5000	204	70	80½	Cont 6B	6-3¾x6	33.7	L	PC	Own	Zen V	Eis	Rem	USL	3HVX8X	6-110	35	6.0
2	Acme K	30	....	6900	9900	3000	200	58½	74	Cont 6B	6-3¾x5	33.7	L	PC	Own	Zen V	Eis	Del	Wil	SJRT4	6-111	30	5.7
3	Bridgeport 45	30	3850	5500	.....	.....	178	60	72	Buda EBU	4-4¼x5½	28.9	L	PC	.....	Zen V	Eis	Bos	Wil	.....	6-120	...	....
4	Brockway EB	20	....	3200	.....	.....	156	56	56	Wisc SU	4-4 x5	25.6	I	PC	G&O	Zen V	Eis	L-N	Exi	.....	6-105	...	....
5	Brockway J3	25	....	6400	9280	2880	185	66½	71	Cont 6B	6-3¾x5	33.7	L	PC	.....	Zen V	Eis	L-N	Exi	.....	12-220	25	5.0
6	Clinton 65B	30	4075	5925	8700	2725	184	58½	58½	Bud EBU	4-4¼x5½	28.9	L	PC	Own	Zen V	Bos	Bos	Pol	611SHK	6-90	30	3.0
7	Clinton 65BS	35	4800	6600	9600	3000	220	68	76¾	Buda YBU	4-4½x6	32.4	L	PC	Own	Zen V	.....	Bos	Pol	611KPC	6-130	35	3.0
8	Commerce 20	14	....	4300	7300	3000	189	56	58	Con 6B	6-3¾x5	33.7	L	PC	Lon	Zen V	Bos	Bos	Wil	SJR6	6-177	35	7.0
9	Day-Elder 20	20	....	5200	.....	2500	168	56	58	Cont K4	4-4⅛x5¼	27.2	L	FP	Bus	Zen V	Eis	Bos	Wil	SJRT6	6-153	35	10.0
10	Day-Elder 25	25	....	5600	.....	3000	180	58	58½	Buda EBU	4-4¼x5½	28.9	L	PC	Bus	Zen V	Eis	Bos	Wil	SJRT6	6-155	35	7.0
11	Day-Elder 30	30	....	6000	.....	3500	192	68½	74	Cont 6B	6-3¾x5	33.7	L	PC	Bus	Zen V	Eis	Bos	Wil	SJRT6	6-153	35	7.0
12	Duplex FB	23	....	5500	.....	3000	181	58	72	Buda EBUI	4-4¼x5½	28.9	L	PC	Mod	Zen V	Eis	Wes	Pol	.....	6-220	35	10.0
13	Fageol Parlor Car	22	5365	6450	10200	....	218	70	76½	HaS 50	4-4¼x5½	28.9	I	PC	Lon	Zen V	Del	Del	Exi	.....	6-240	35	7.0
14	Fageol Street Car	29	6315	6700	10350	....	230	70	70	HaS 75	6-4¼x5½	43.6	I	PC	Lon	Zen V	Del	Del	Exi	.....	12-240	35	6.0
15	Federal	18	....	4200	.....	1800	160	56	59½	Cont 6M	4-3⅜x4½	27.3	L	PC	Lon	Zen V	Eis	Rem	Exi	3LXRE	6-185	35	7.0
16	Federal	25	....	5450	.....	2500	190	60	60	Cont 6B	4-3¾x5	33.7	L	PC	Mod	Zen V	Eis	Rem	Exi	3LXRE	6-185	35	6.0
17	Fifth Ave. J	29	6900	5660	8235	2575	172	68¼	71¼	Yell EZ	4-4 x6	25.6	X	PC	Own	Zen V	Eis	N-E	Wil	STRN27	12-90	30	7.5
18	Fifth Ave. L	51	8860	6670	.....	.....	174¾	67	77½	Yell EZ	4-4 x6	25.6	X	PC	Own	Zen G	Eis	N-E	Wil	STRN27	12-90	...	....
19	Garford 51D	29	....	6500	9900	3400	187	68	75¾	Buda YBU	4-4½x6	32.4	L	PC	Own	Str V	Spl	Rem	Wil	STRN6	6-190	35	5.0
20	Garford 726	25	....	4800	7800	3000	168	56	65½	Buda EBU	4-4¼x5½	28.9	L	PC	Own	Str V	Spl	Rem	Wil	STRN6	6-190	35	5.4
21	Graham Bros. JB	20	1640	3700	.....	....	158	56	56	Dodge	4-3⅞x4½	24.0	L	PS	McC	Ste V	N-E	N-E	Wil	.....	12-	30	5
22	Graham Bros. XB	16	1550	3555	.....	....	140	56	56	Dodge	4-3⅞x5½	24.0	L	PS	McC	Ste V	N-E	N-E	Wil	.....	12-	30	5
23	Guilder 30	30	4500	5600	8800	3600	191	64	70	Bud EBU	4-4¼x5½	28.9	L	FP	G&O	Zen V	Eis	L-N	Wil	SJRT28	12-104	30	5.0
24	International 33	18	....	....	.....	.....	150	56	56½	Own 33	4-4¾x5	22.5	I	Sp	.....	Own G	Bos	Rem	Pol	.....	6-100	19	....
25	International 53	29	....	....	.....	.....	190	64½	65	Own 53	4-4¼x5	28.9	I	Sp	.....	Own V	Bos	Rem	Pol	.....	6-200	34	....
26	Kissel	18	4500	5200	7780	2400	202	64½	66	Own 4-36	4-4¼x5½	28.9	L	Sp	Spa	Str V	Bos	Rem	Wil	SJRT6	6-153	40	....
27	Larrabee X-2	16	1910	3450	4850	1400	155	56	56	Cont 8R	6-3⅜x4½	27.3	L	PC	Fed	Zen V	Bos	Bos	Exi	3XE15	6-80	40	8.0
28	Larrabee XH3	21	3600	4670	7670	3000	186	62	66	Cont 6B	6-3¾x5	33.7	L	PC	Fed	Zen V	Bos	Bos	Exi	36XRE25	6-240	35	7.0
29	Mack AB	24	4350	6300	11150	4850	230½	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
30	Mack AB	25	4250	6100	9350	3250	196	68	63⅜	Own AB	4-4¼x5	28.9	L	PC	Own	Str V	Spl	N-E	Exi	6LXRE13	12-120	41	10.0
31	Master	30	....	6000	9500	3500	194	59	59	Buda EBU	4-4¼x5½	28.9	L	PC	Chi	Zen V	Eis	Wes	Wil	.....	12-	25	5.0
32	Menominee T	16	2600	4290	6400	2100	175	56	56	Wisc Y	6-3⅜x5	27.3	H	PC	.....	Zen V	Bos	Bos	Wil	SJRT6	6-153	38	....
33	Menominee DB	25	4400	6020	9100	3200	186	68	73	Wisc TAU	4-4 x6	25.6	L	PC	Own	Zen V	Eis	Bos	Wil	SJRT6	6-153	32	6.0
34	Moreland RC	16	2280	3850	5850	2000	180	56	57¼	Herc OBX	4-4 x5	25.6	L	PC	Own	Zen V	Spl	A-L	Hob	6HTXR15A	6-140	25	....
35	Moreland EC	20	3780	4590	7590	3000	178	61	58	Cont K4	4-4⅛x5¼	27.3	L	FP	Own	Sch V	Spl	Spl	Hob	6HTXR15A	6-140	25	....
36	Moreland AC	25	4700	5660	9160	3500	187	68	69	Cont L4	4-4½x5½	32.5	L	FP	Own	Sch V	Spl	Spl	Hob	6HTXR15A	6-140	25	....
37	Phila. Motor Coach P	65	6500	8750	14650	5900	216	72	75	Own P	6-4 x6	38.4	I	FP	G&O	Zen V	N-E	N-E	Exi	6MVE13	12-180	25	....
38	Pierce-Arrow Z	30	4750	6400	.....	.....	220	68	75⅝	Own	4 x5½	38.0	T	FP	Own	Own P	Del	Wes	Wil	SJRN6	.....	50	3.0
39	Reo W	21	2350	3650	7150	3500	176	56	57¼	Own W	6-3 1/16x5	24.3	F	PS	Own	Sch V	N-E	N-E	Wil	SJRT6	6-153	37	10.0
40	Republic 81	15	....	.....	.....	2000	185	60	58	Lyc	4-4 x5	25.6	L	PC	Own	Str V	Bos	Bos	USL	.....	6-109	35	....
41	Selden 52	30	....	7200	10200	3000	195	68	74	Cont L4	4-4¼x5½	32.4	L	FP	Lon	Str V	Bos	N-E	Pol	615KPN	12-	25	6.2
42	Selden	..	....	7200	10200	3000	195	68	74	Cont 6B	6-3¾x5	33.8	L	PC	Lon	Zen V	Eis	N-E	Pol	615KPN	12-300	35	6.2
43	Sterling GB2	29	....	6100	10750	4550	198	64¼	58½	Own CU	4-4⅜x5¾	30.6	L	PC	Own	Zen V	Eis	Bos	Gou	ASLR632	6-132	35	6.20
44	Six Wheel Bus	27	....	....	.....	.....	194	....	....	Cont 6B	6-3¾x5	50.0	..	....	....	Str ..	Eis	N-E	Wil	.....	12-152	..	....
45	Union GC	30	....	6500	10000	3500	233½	60	60	Cont 6	4-4¾x6	....	..	....	McC	Zen V	Bos	Bos	Pol	.....	6-170	35	5.0
46	Union EC	19	....	4500	7000	2500	198	58	58	Cont 6	4-3⅜x4½	....	..	....	McC	Zen V	Bos	Bos	Pol	.....	6-137	40	5.0
47	White 50A	25	4950	5395	.....	.....	198	58½	67⅜	Own 50A	4-4¼x5¾	28.9	L	FP	.....	Zen V	.....	L-N	Opt	.....	12-	...	....
48	Yellow Coach Z	67					192	71	73½	Yell EZ	4-4 x6	25.6	X	PC	.....	Zen							

*—Pneumatic
†—Dual Pneumatic
‡—Solid
§—Dual Solid
A-K—Atwater-Kent
A-L—Auto-Lite
Arc—Archibald
B&B—Borg & Beck
Bim—Bimel
B-L—Brown-Lipe
Bud—Budd
Buda—Buda
Blo—Blood
Bos—Bosch
Bus—Bush
Cla—Clark
Col—Columbia
Cont—Continental
D—Multiple Dry Disk
Day—Dayton
Del—Delco
Dtl—Detlaff
E-D—External Driveshaft
E-R—External Rear Wheel
Eis—Eisemann
Exi—Exide
F—Head & Side (Engine)
F—Full Floating
½—½ Floating
Fed—Fedders
Fli—Flint
Ful—Fuller
FP—Full Pressure to all Bearings, including wrist pins
G—Gravity
Glo—Globe
Gem—Gemmer
G&O—G & O
Gou—Gould
Hob—Hobbs
Hink—Hinkley
HaS—Hall Scott
Herc—Hercules
I—In Head
Ig—Internal Gear
I-F—Internal Four Wheels
Ind—Indestructible
I-R—Internal Rear Wheels

ELECTRIC COM

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Springs	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Autocar E 1F	.....	.....	.....	.....	2400	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x4	34x5	Ross	107	60
Autocar E 2D	.....	.....	.....	.....	2800	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x5	34x6	Ross	120	60
Autocar E 3H	.....	.....	.....	.....	3200	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x5	36x8	Ross	128	60
Autocar E 4Y	.....	.....	.....	.....	4000	.....	.....	.....	G-E	G-E	...	R	Own	Row	34x6	36x6§	Ross	138	60
Autocar E 5M	.....	.....	.....	.....	4300	.....	.....	.....	G-E	G-E	...	R	Own	Row	36x7	36x7§	Ross	138	60
C-T D-1	5400	2200	.....	.....	.....	14	A	55	G-E	Own	4	Own	Flot	Shel	36x3	36x3½	W	100	69
C-T B-1.5	6100	2300	.....	.....	.....	14	A	60	G-E	Own	4	Own	Flot	Shel	36x3	36x4	W	91½	65
C-T D-1.5	6200	2300	.....	.....	.....	14	A	60	G-E	Own	4	Own	Flot	Shel	36x3	36x4	W	116	71
C-T B-2	7300	2400	.....	.....	.....	14	A	50	G-E	Own	4	Own	Flot	Shel	36x3½	36x5	W	101	66
C-T D-2	7300	2400	.....	.....	.....	14	A	50	G-E	Own	4	Own	Flot	Shel	36x3½	36x5	W	124	70
C-T B-4	11750	4000	.....	.....	.....	12	A	50	G-E	Own	4	Own	Flot	Shel	36x4	36x4†	W	116	68
C-T C-6	14400	4300	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x4	36x4†	W	122	70
C-T C-7	16900	5000	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x5	36x5†	W	126	65
C-T A-7	17700	5800	.....	.....	.....	11	A	45	G-E	Own	4	I	D	Shel	36x6	36x4†	W	122	60
C-T A-10	22250	6500	.....	.....	.....	10	A	45	G-E	Own	4	I	D	Shel	36x7	36x5†	W	132	59
Kelland AT	.....	1950	1000	1500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BT	.....	2050	1500	2000	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CT	.....	2150	2000	2500	.....	15	S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	102	60
Kelland AH	.....	2500	1000	1500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3	36x3	Hin	106	60
Kelland BH	.....	2600	1500	2000	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x3½	Hin	106	60
Kelland CH	.....	2700	2000	2500	.....	15	A	45	G-E	G-E	4	C	D	Mer	36x3½	36x4	Hin	106	60
Kelland ATS	.....	2200	1000	1500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3	34x3	Ross	102	60
Kelland BTS	.....	2300	1500	2000	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x3½	Ross	102	60
Kelland CTS	.....	2400	2000	2500	.....	15	H&S	50	G-E	G-E	4	R	Flot	Mer	34x3½	34x4	Ross	114	60
Lansden Century	.....	1700	.....	1250	1600	15	S	60	G-E	Own	4	R	Flot	SP	32x4½	32x4½	Ross	108	50
Lansden Century	.....	1950	.....	2000	1850	15	S	60	G-E	Own	4	R	Flot	SP	33x5	33x5	Ross	112	50
Lansden Marathon	.....	2900	.....	2000	1850	14	A	50	G-E	Own	4	C	D	SP	36x3½	36x4	Bay	108	60

BUS SPECIFICATIONS

and Sold Exclusively for Passenger Transportation

Having Sign (§) in the "COMMERCIAL CAR SPECIFICATIONS"

Line Number	TRANSMISSION: Clutch Type and Make	Gearset Make and Model	Gearset Location	Gearset Number of Forward Speeds	Universal Make	REAR AXLE: Make and Model	Final Drive	Type	Gear Ratio: Total in High	Gear Ratio: Total in Low	Service Brake Type & Location	Front Axle Make and Model	Steering Gear Make	TIRES AND WHEELS: Tires (in.) Front	Tires (in.) Rear	Wheels—Make	Rims—Make	DIMENSIONS (In.): Floor Height	Turning Radius	Overall Length	Overall Width	Clearance from Ground
1	D. B. L.	B. L. 55	U	4	Pet	Tim 6516	Wo	F	5.4	26.6	I-R	Tim 1550	Ros	36x6	38x7	Day	Fir	27½	34	316	90	9¾
2	P. B. & B.	Cot RU	U	4	Blo	Tim 6511	Wo	F	6.8	35.3	I-R	Tim 1540B	Ros	36x6*	36x6†	Bud	Fir	27	38	312	90	5
3	D. B. L.	B. L. 50	U	4	Spi	Tim 6560	Wo	F	6.7	....	I-R	She Spec	Ros	36x6*	36x6†	Bud	....	31½	....	....	....	....
4	D. B. L.	B. L. 35	U	4	Spi	Col 52028	SP	F	5.1	....	E-R	Col 5084	Gem	30x5*	32x6*	Ind	Fir	28½	....	....	....	....
5	D. B. L.	B. L. 55	U	4	Spi	Cla 310	Ig	F	7.0	....	E-D	Shu 610B	Gem	36x6*	36x6†	Sew	Fir	27½	31⅜	295¼	84	10
6	D. B. L.	B. L. 55	S	4	M-E	Tim 6566	Wo	F	6.5	34.8	I-R	Tim1544B	Ros	36x6*	36x6†	Bud	Fir	30	37	270	75½	9½
7	D. B. L.	B. L. 55	S	4	M-E	Tim 6516	Wo	F	6.7	36.1	I-R	Tim 1550	Ros	36x6	36x6†	Bud	Fir	26	40	286	90	7
8	D. B. L.	B. L. 55	A	4	.....	Tim 6460	Wo	½	6.0	....	..	Tim 1452	Ros	32x6	32x6	Bim	Fir	30	27	231	74	9
9	D. B. L.	B. L. 35	U	3	Spi	Tim 6462	Wo	½	6.5	21.8	I-R	Col 7018	Gem	36x6*	38x7*	Van	Fir	32	30	237	70½	11
10	D. B. L.	B. L. 51	U	4	Spi	Tim 6566	Wo	F	6.7	36.1	I-R	Tim 1544	Gem	36x6*	40x8*	Van	Fir	32	30	260	75½	11
11	D. B. L.	B. L. 51	U	4	Spi	Tim 6511S	Wo	F	6.8	36.4	I-R	Shu 610	Gem	36x6*	36x6*	Van	Fir	25	27	271½	90	6½
12	D. B. L.	B. L.	U	4	Pet	Vul 4	Wo	F	6.5	32.1	I-R	Shu	Ros	34x5	34x5†	Mot	Fir	27	28	268	82	9
13	D. B. L.	B. L. 50	U	4	Spi	Tim 6466	Wo	F	4.6	19.7	I-R	Tim 1524	Ros	36x6*	36x6†	Bud	.....	19⅜	38	312	89	7½
14	D. B. L.	B. L. 55	U	4	Spi	Tim 6466	Wo	F	4.6	19.7	I-R	Tim 4550	Ros	36x6	38x7	Bud	.....	20¾	38½	324	89	7½
15	P. B. & B.	Own	S	4	Spi	Tim 6460	Wo	½	6.5	32.5	-R	Own	Gem	35x5*	44x7*	Smi	Fir	28	28	245	.....	10
16	P. B. & B.	Det R400	S	4	Spi	Tim 6560	Wo	F	6.7	39.8	....	Own	Gem	36x6*	36x8*	Smi	Fir	30	28	266⅜	....	10
17	P. Own	Own J	S	4	Sne	Tim 6412	Wo	½	5.4	21.6	I-R	Tim 1523	Ros	36x6	36x6	Own	.....	29½	31	277	87½	7
18	P. Own	Own L	S	4	Sne	Own L	Ig	F	6.6	....	E-D	Own L	Ros	36x5‡	36x5§	Own	.....	26	....	....	....	....
19	D. Own	Own 51D	S	4	Spi	Tim 6511G	Wo	F	5.4	26.1	I-R	Tim 1550	Ros	36x6*	36x6†	Day	Fir	28¼	30	295	91	7
20	D. Own	Own 726	S	4	Spi	Tim 6560	Wo	F	5.4	21.6	I-R	Own	Ros	32x6*	32x6†	Bud	Fir	32	30	236	78½	7½
21	D. Dodge	Dodge	U	3	UP	Own	SP	½	6.3	26.3	-R	Eat	Dodge	32x6	32x6	Smi	Fir	26	29½	233½	66	8
22	D. Dodge	Dodge	U	3	UP	Own	SP	½	6.3	26.3	-R	Eat	Dodge	32x6	32x6	Smi	Fir	26	26	202½	66	8
23	D. B. L.	B. L. 51	U	4	M-E	Wis 68C	R	....	5.8	....	E-D	Shu 5550B	Ros	36x6	36x6†	Bud	.....	26	70	300	83	11
24	D. Own	Own 33	U	3	Own	Own 33	Ig	F	....	....	I-R	.....	Own	36x4	36x6	Own	.....	....	....	....	....	....
25	D. Own	Own 53	U	4	Own	Own 53	Ig	F	....	....	I-F	.....	Own	36x6*	36x6†	Bud	.....	34½	....	....	....	....
26	D. B. L.	B. L. 35	U	4	Spi	Wis 60B	R	....	5.8	19.0	-R	Shu 610	Ros	34x7*	34x7*	Whi	Gdy	24	....	252	76	8
27	D. B. L.	B. L. 31	U	3	Sne	Sal D	Be	¼	7.7	27.6	E-R	Sal	Gem	34x5	34x5	Ind	Fir	29	27	220	70	11
28	D. B. L.	B. L. 31	U	3	Spi	She	W	½	5.5	26.4	I-R	Shu5550B	Ros	32x6	32x6†	Bud	.....	25	28	262	86	9
29	D. Own	Own AB	U	4	Spi	Own AB	R	F	a6.7	21.5	I-R	Own AB	Own	36x6*	36x6*	Bud	.....	28¾	32½	310	84	10¼
30	D. Own	Own AB	U	4	Spi	Own AB	R	F	a6.7	21.5	I-R	Own AB	Own	32x6*	32x6*	Bud	.....	24¾	28¾	304	88	8¼
31	D. Ful	Ful GU7	U	4	Spi	Wal 25A	R	F	7.6	37.0	-R	Shu 610	Ros	36x6	40x8	StM	Fir	26	33½	....	....	....
32	D. Det	Cot AAU	U	3	Spi	Wis 40R	R	½	....	....	I-R	.....	Ros	32x6*	32x6†	Whi	.....	23½	....	....	....	....
33	D-Det	Cot AU	U	4	Spi	Wis 120K	R	½	6.1	32.0	I-R	Tim 1550	Ros	36x6*	36x6†	Ind	Fir	26	30	256	86	10
34	D. B. L.	B. L. 30	U	3	Pet	Tim 5512	Wo	½	5.5	22.0	E-R	Tim 1250	Ros	32x6	32x6	Own	Gdy	23½	....	....	....	7
35	D. B. L.	B. L. 51	U	4	Pet	Tim 6410	Wo	½	6.0	32.1	I-R	Tim 1550	Ros	34x5*	34x5†	Bud	.....	24½	....	....	....	8½
36	D. B. L.	B. L. 51	U	4	Pet	Tim 6 11	Wo	F	6.0	32.1	I-R	Tim 1550	Ros	36x6*	36x6†	Bud	.....	25½	....	....	....	9
37	D. B. L.	B. L. 60	U	4	Spi	Atl LC-IR	Ig	D	7.0	28.0	-R	Shu 650B	Ros	34x6‡	34x6†	Ind	.....	20⅛	25	333⅜	90	8
38	Own	Own W	A	4	Spi	Own W	Wo	F	6.0	32.0	-D	Own	Own	36x6	36x6†	Bud	.....	28	40	303	89 1/16	8
39	Own	Own W	S	3	Own	Own W	SP	½	5.7	21.0	E-R	Own W	Own	30x5	30x5†	Bud	.....	25¼	31	197	87	8
40	Ful	Ful	U	3	Spi	Eat	Ig	D	6.2	25.0	E-D	Eat	Jac	34x7	34x7	Van	Fir	21	.....	270½	67¼	7½
41	D. B. L.	B. L.	S	4	Spi	Tim	Wo	F	7.7	31.0	I-R	Tim	Gem	36x5	36x5	Arc	Fir	29½	33	309	91	7
42	D. B. L.	B. L.	S	4	Spi	Tim	Wo	F	7.7	31.0	-R	Tim	Gem	36x5	36x5	Arc	Fir	29½	33	309	91	7
43	D. B. L.	B. L. 50	U	4	Spi	Tim 6566	Wo	F	5.4	28.9	I-R	Tim 1544B	Ros	36x6*	36x6†	Bud	.....	34½	....	....	....	10⅝
44	B-L	B-L	U	....	Blo	Tim 6212	Wo	....	....	....	I-R	Tim 1550	Ros	32x6*	32x6*	Bud	.....	....	....	....	....	....
45	Ful	Ful 4	....	....	.....	Wis SF	R	....	....	....	.....	Tim	Jax	32x6	32x6†	Bud	.....	....	....	....	....	....
46	Ful	Ful 4	....	....	.....	Cla SF	SP	....	....	....	.....	Shu	Jax	34x7	34x7	....	.....	....	....	....	....	....
47	Own	Own 50A	U	4	Spi	Own 50A	R	½	5.6	23.3	-R	Own 50A	Own	36x6	36x6†	Bud	Fir	28¼	36	274¾	81⅝	9 1/16
48	P. Own	Own 2	S	4	.....	Own Z	Wo	½	6.2	....	I-F	.....	Own	34x5†	34x5§	....	.....	....	....	....	....	....

Joh—Johnson Kel—Kells
L—L-Head
Lav—Lavine
L-N—Leece-Neville
Lon—Long
M&E—Merchant & Evans
McC—McCord
Mot—Motor Wheel Corp.
N-E—North-East
NP—No Provision
Opt—Optional
P—Single Plate Pet—Peters

PC—Pressure to all Crankshaft & connecting Rod Bearings—Splash to other parts
Pol—Prest-O-Lite
R—Double Reduction
Ros—Ross
Rem——Remy
R&V—R & V Knight
Sal—Salisbury
Sew—Sewell
Sne—Snead
SP—Spiral Bevel

S—Separate Unit
Spi—Spicer
She—Sheldon
Spa—Sparton
StM—St. Marys
Shu—Shuler
Ste—Stewart
Str—Stromberg
Sp—Splash
Tim—Timken
U—Unit with Engine
U. P.—Universal

Van—Van Motor Wheels
V—Vacuum
Wal—Walker
Whi——Whitcomb
Wes—Westinghouse
Wil—Willard
Wisc—Wisconsin
Wis—Wisconsin
Wo—Worm
X—Sleeve Valve
Yell—Yellow Zen—Zenith
a—Other ratios optional

MERCIAL CARS

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Springs	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Lansden Marathon	.....	4400	.....	4000	2250	13	A	50	G-E	Own	4	C	D	SP	36x4	36x3½†	Bay	120	60
Lansden Marathon	.....	5700	.....	7000	2950	11	A	45	G-E	Own	4	C	D	SP	36x5	36x5†	Bay	133	60
Lansden Marathon	.....	7500	.....	10000	3350	10	A	40	G-E	Own	4	C	D	SP	36x6	36x6†	Bay	146	60
O. B–B	.....	.....	.....	.....	.....	13	.....	.....	G-E	Own	..	C	D	.....	36x4	36x3½†	Own	107	.....
O. B–C	.....	.....	.....	.....	.....	11	.....	.....	G-E	Own	.	C	D	.....	36x5	36x4 †	Own	135	.....
O. B–D	.....	.....	.....	.....	.....	10	.....	.....	G-E	Own	..	C	D	.....	36x6	36x5 †	Own	143	.....
Steinmetz 10	.....	2000	.....	.....	.....	16	H&S	52	Diehl	Own	4	R	Russ	Shel	32x4½	32x4½	Lav	106	60
Steinmetz 15	.....	2300	.....	.....	.....	16	H&S	55	Diehl	Own	4	R	Russ	Shel	33x5	33x5	Lav	114	60
Walker 12	.....	1900	.....	1000	.....	15	H&S	50	G-E	Own	4	....	Tim	Det	32x3	32x3½	Ross	104	66
Walker 15	.....	2800	.....	1500	.....	14	A	50	West	West	5	Own	Own	Math	34x3	36x3½	Ross	94	66
Walker 22	.....	3000	.....	2000	.....	13	A	50	West	West	5	Own	Own	Math	34x3½	36x4	Ross	101	66
Walker 42	.....	4200	.....	4000	.....	13	A	50	West	West	5	Own	Own	Math	36x4	36x6	Ross	114	66
Walker P	.....	6000	.....	7000	.....	11	A	40	West	West	5	Own	Own	Math	36x5	38x5†	Ross	131	66
Walker N	.....	6700	.....	10000	.....	10	A	40	West	West	5	Own	Own	Math	36x6	38x6†	Ross	141	66
Walter HD	6800	2300	.....	2000	2200	16	A	60	Diehl	G-E	5	B	.....	.....	32x3½	32x4	Ross	98	60
Walter EN	13200	4400	.....	5000	3100	15	A	50	G-E	G-E	5	Own	D	.....	36x4	36x7	Gem	114	60
Walter EL	16800	5000	.....	7000	3700	13½	A	50	G-E	G-E	5	Own	D	.....	36x5	36x4	Gem	132	60
Walter ES	23600	7200	.....	11000	4500	12	A	50	G-E	G-E	5	Own	D	.....	36x6	40x6	Ross	150	70
Walter ER	28400	7500	.....	15000	4800	11	A	50	G-E	G-E	5	Own	D	.....	36x7	40x7	Ross	150	70
Ward A211	4500	1650	550	1150	.....	15	S	75	G-E	Own	4	W	Shel	Shel	32x4*	33x4½*	Own	88	56
Ward B-222	6000	2300	1010	1700	.....	14	S	84	G-E	Own	4	W	Shel	Shel	32x3½	32x4	Own	91	62
Ward C-211	8000	2670	2170	2880	.....	13	S	65	G-E	Own	4	W	Shel	Shel	32x3½	34x5	Own	96	64
Ward E-211	12000	3570	4480	5430	.....	12½	S	56½	G-E	Own	4	W	Shel	Shel	34x4	36x6	Own	108	65
Ward G-211	16000	4500	6560	7760	.....	11	S	44	G-E	Own	5	W	Shel	Shel	36x5	36x8	Own	120	68
Ward J-211	22500	6630	8580	11200	.....	10	S	39½	G-E	Own	5	W	Shel	Shel	36x6	36x10	Own	136	70
Ward M-211	30000	8430	13780	15920	....	9	S	36	G-E	Own	5	W	Shel	Shel	36x7	36x7†	Own	152	71

NOTE: Battery Equipment on all above makes is at the option of the purchaser. Battery Location Abbreviations: A–amidships; H–under hood; and S–under seat.

Replacement Table—Corrected Monthly

Including Piston Ring Sizes, Carburetor Sizes, Hose Sizes, Fan Belt Sizes, Brake Lining Sizes and Truck Frame Dimensions

*** Note: Under Carburetor Inlet Diameter Will be Found Either the Size of Main Air Intake or the Gasoline Fuel Line**

Fan Belt Type: V—V-Shape, F—Flat, R—Round

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter *	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Ace 40–1½	3	1/4	1	1	V	7	1¾	8	1¼	40 5/8	2	F	12	3¼	¼	4	12	3¼	¼	4	122½	76 3/8	215¼	32	9
Ace 60–3	3	¼	1¼	¼	V	10	2	15	1¼	42 5/8	2	F	13½	3½	¼	4	13½	3½	¼	4	Opt	84½	241	.....	9½
Acme 20L–1½	3	1/4	1¼	1¼	V	7	1¼	11	1¼	34	1¼	F	12	3	¼	4	12	3	¼	4	108 5/8	63 3/8	200	34	10½
Acme 40–2	4	1/4	1	1	V	8	1½	11	1½	40	1½	F	12	3¼	¼	2	12	3¼	¼	2	123 3/8	74 3/8	208	34	9¾
Acme 40L–2	4	¼	1¼	1¼	V	11½	1½	12½	1½	39½	1½	F	12	3¼	¼	2	12	3¼	¼	2	123 3/8	74 3/8	214½	34	9¾
Acme 60–3	4	¼	1¼	1¼	V	11½	1½	12½	1½	39½	1½	F	13	3½	¼	2	13	3½	¼	2	132 3/8	79 3/8	223½	34	10
Acme 60L–3	4	¼	1¼	1¼	V	11½	1½	12½	1½	41¾	1½	F	13	3½	¼	2	13	3½	¼	2	140 1/8	79 3/8	235½	34	10
Acme K (Bus)	3	1/4	1½	1 7/8	V	12¾	1 1/8	12¾	1 1/8	34½	1¼	F	15½	3¾	¼	2	15½	3¾	¼	2	220 1/8	127 5/8	312	41 3/8	6
Acme 90–4½	4	¼	1¼	1¼	V	10	1½	12	1½	41¾	1½	F	15½	3¾	¼	2	15½	3¾	¼	2	150¼	95¼	243	36	10¾
Acme 90L–4½	4	¼	1½	1½	V	10	1½	10	1½	40½	1¾	F	15½	3¾	¼	2	15½	3¾	¼	2	153¾	96¾	255	37	10¾
Acme 125–6¼	4	¼	1½	1½	V	10	1½	10	1½	40½	1¾	F	18	4	¼	2	18	4	¼	2	159¾	99¾	261	37	10
American-LaFrance 2R	3	¼	1 1/8	1 11/16	V	11½	1½	9	1½	40½	2	F	†	†	¼	4	17	3½	¼	4	132	81 1/8	244¼	33	10
American-LaFrance 2R	3	¼	1 1/8	1 11/16	V	11½	1½	9	1½	40½	2	F	†	†	¼	4	17	3½	¼	4	156	98 1/8	268¼	33	10
American-LaFrance 2R	3	¼	1 1/8	1 11/16	V	11½	1½	9	1½	40½	2	F	†	†	¼	4	17	3½	¼	4	180	110 1/8	292 1/8	33	10
American-LaFrance 3R	3	¼	1 1/8	1 11/16	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	144¼	89 1/8	244¼	35 11/16	9
American-LaFrance 3R	3	¼	1 1/8	1 11/16	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	168¼	103 1/8	268¼	35 11/16	9
American-LaFrance 3R	3	¼	1 1/8	1 11/16	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	210¼	125	309 1/8	35 11/16	9
American-LaFrance 5R	3	¼	1 1/8	1 11/16	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	144¼	90¼	244¼	36	10
American-LaFrance 3R	3	¼	1 1/8	1 11/16	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	192¼	113 1/8	291 1/8	35 11/16	9
American-LaFrance 5R	3	¼	1 1/8	1 11/16	V	11½	1½	9	1½	42	2	F	11¾	8	¼	2	21	4	¼	4	210¼	125	310¼	36	10
Armleder 30–1½	3	¼	1¼	1/4	V	10	1¾	16½	1¼	33 11/16	1½	F	11 11/16	3¼	¼	4	11 11/16	3¼	¼	4	Opt	71 5/8	215 3/8	32	9¼
Armleder 50–2½	4	¼	1¼	1/4	V	12	2	17¾	1¼	35¾	2	F	13	3½	¼	4	13	3½	¼	4	Opt	77 1/8	228 5/8	32	10
Atterbury 24-R	4	1/4	1¼	3/8	V	10½	1½	16	1½	34¼	5/8	V	11 1/8	3¼	¼	4	11 1/8	3¼	¼	4	119¼	76	211¾	34	9½
Atterbury 22C–2½	4	¼	1¼	3/8	V	10½	1½	16	1½	40½	1½	F	13 1/8	3½	¼	4	13 1/8	3½	¼	4	129¼	78¾	225	34	9 7/8
Atterbury 22D–3½	4	¼	1¼	3/8	V	10½	1½	16	1½	40½	1½	F	15 5/8	3¾	¼	4	15 1/8	3¾	¼	4	142¾	93¼	242	37½	10 1/8
Atterbury 24E	4	¼	1½	3/8	V	10½	1½	16	1½	42 3/8	1¾	F	17¾	4	¼	4	17¾	4	¼	4	159¾	89¼	263	37½	10 1/8
Autocar XXI–F–1½	4	1/8	1 1/8	1 5/8	V	5	1 1/8	9½	1 1/8	.....	.....	...	16¼	2½	1/8	4	13½	2½	1/8	4	91	67	156	34	9½
Autocar XXI–G–1½	4	1/8	1 1/8	1 5/8	V	5	1 1/8	9½	1 1/8	.....	.....	...	16¼	2½	1/8	4	13½	2½	1/8	4	114	90	179	34	9½
Autocar XXVI–M4–6	3	¼	1 1/8	1 5/8	V	3½	1½	3½	1½	49½	2	F	23½	2¾	¼	4	23½	2¾	¼	4	139¾	80¾	223¼	34 1/8	10
Autocar XXVI–L4–6	3	¼	1 1/8	1 5/8	V	3½	1½	3½	1½	49½	2	F	23½	2¾	¼	4	23½	2¾	¼	4	175¾	116¾	259¼	34 1/8	10
Autocar XXVII–H3	3	¼	1 1/8	1 5/8	V	3½	1½	3½	1½	47½	2	F	20½	2	¼	4	20½	2	¼	4	131½	76	213¼	34 1/8	10½
Autocar XXVII –K3	3	¼	1 1/8	1 5/8	V	3½	1½	3½	1½	47½	2	F	20½	2	¼	4	20½	2	¼	4	155½	100	237¼	34 1/8	10½
Available J–H–1½	4	1/8	2¼	1 1/8	....	11	1 5/8	14	1 5/8	40	2	...	48	2½	¼	2	36	2½	¼	2	120	80½	201¼	32	9
Available J–H2	4	1/8	2¼	1 1/8	V	12	1 5/8	14	1 5/8	40	2	F	48	2½	¼	2	36	2½	¼	2	120	84½	212	32	9
Available J–H–2½	3	1/8	2¼	1 1/8	....	11	1 5/8	14	1 5/8	40	2	...	13½	3½	¼	4	13½	3½	¼	4	144	85 5/8	226 7/8	32	9
Available J–H3½	4	1/8	2½	1 1/8	V	12	1 5/8	14	1 5/8	42	2	F	16	3¾	¼	4	16	3¾	¼	4	168	106 3/8	254 7/8	36	9
Available J–H5	3	¼	2½	1 1/8	....	12	2	16	2	40	2	...	18	4	¼	4	18	4	¼	4	168	112 5/8	263 1/8	38	9
Bessemer G–1	3	1/8	1	1/8	V	11½	2¼	10	2¼	42	5/8	V	46	2½	1/8	2	44	2¼	1/8	2	98¼	58½	182¾	34	.....
Bessemer H–2–1½	3	1/8	1	1/8	V	11½	2¼	10	2¼	43	5/8	V	16 3/8	2	¼	8	16 3/8	2	¼	8	116	76	203	34	.....
Bessemer J2–2½	3	1/8	1¼	1/8	V	12	1½	5	1 7/8	36¼	1¼	F	18 3/8	2¼	¼	8	18 3/8	2¼	¼	8	142 3/8	92¼	229	34	.....
Bessemer K2–4	3	1/8	1¾	1/8	V	11½	2¼	10	2¼	39 3/8	1½	F	55	3½	¼	2	33	4½	¼	1	157½	108	249	38	.....
Bethlehem KN–1	3	1/8	....	1/8	V	8¾	2 1/8	8	2 1/8	35½	1¼	F	20½	1¾	1/8	2	20½	1¾	1/8	2	89¼	56¼	175	32 1/8	10½
Bethlehem GN–2	3	1/8	....	1¼	V	8½	2 5/8	9½	2 5/8	40 7/8	1½	F	51	2½	1/8	1	37	2½	1/8	1	116¾	74	208¼	34½	9¼
Bethlehem L	3	1/8	....	1¼	V	8½	2 5/8	9½	2 5/8	40 7/8	1½	F	51	2½	1/8	1	37	2½	1/8	1	134¾	81½	226¼	34½	8½
Betz J3–1	3	1/8	1	1¼	V	12	1½	17	1¼	33½	1½	F	11	3	1/8	4	11	3	1/8	4	126	90	215	34	10
Betz D3–2½	3	1/8	1¼	3/8	V	12	2 1/8	12	1½	33½	1¼	F	12	3½	¼	4	12	3½	¼	4	Opt	.....	.....	34	.....
Brinton C–1½	3	1/8	1	3/8	....	11	1¼	13	1¼	33	11/16	F	39	2½	1/8	1	38	2½	1/8	1	118	.....	.....	.....	33
Brinton D–2½	3	1/8	1	3/8	....	11	1¼	13	1¼	33	11/16	F	13	3½	¼	2	13	3½	¼	2	135½	.....	.....	.....	33
Brockway S–12–1½	3	1/8	1	1¼	V	10½	2¼	5½	2¼	39	1¼	F	10	3¼	¼	4	10	3¼	¼	4	118	72	118½	32	.....
Brockway K–11–2½	4	1/8	1¼	1½	V	6½	1¾	13	1¼	34	1¼	F	13	3½	¼	4	13	3½	¼	4	142	89½	123½	34	.....
Brockway R–12–3½	4	1/8	1¼	1½	V	9½	1¾	14	1¼	34	1½	F	15 1/8	3¾	¼	4	15 1/8	3¾	¼	4	176	102¾	175	36	.....
Brockway T–6–5	4	¼	1½	1¾	V	13	2	22	2	40 3/8	2	F	17¾	4	¼	4	17¾	4	¼	4	176	104½	176	36	.....
Buffalo 9, 6	4	1/8	1¼	1/8	V	7	1 5/8	13	1 5/8	41½	2	F	21	2¼	¼	4	21	2¼	¼	4	124	82½	224	34	9¾
Casco A–1	4	1/8	1 1/8	1/8	V	12	1¾	14½	1¼	34¾	1½	F	48½	2½	1/8	1	48	2¼	1/8	1	104	61	192¼	34	10
Chevrolet Sup. Com. Chassis	3	1/8	1	1/8	V	7½	1¼	5 5/8	1¼	29 11/16	11/16	V	29 5/8	1½	1/8	2	28 7/8	1¼	1/8	2	Opt	Opt	106 1/8	38 3/16	9¼
Chevrolet Utility Exp	3	1/8	1	1/8	V	7½	1¼	5 5/8	1¼	29 11/16	11/16	V	37	2	1/8	2	32 5/8	1¾	1/8	2	Opt	Opt	156 11/16	37	10
Clinton 20–1¼	4	1/8	1	1/8	H	8	1¾	14	1¼	33	1½	F	11¾	3¼	¼	4	11¾	3¼	¼	4	112	73¾	207	34	10
Clinton 45–2	4	1/8	1	1/8	H	11	1¾	17½	1¼	36 5/8	2	F	11¾	3¼	¼	4	11¾	3¼	¼	4	131	81	233	33¼	9
Clinton 65–3	4	¼	1¼	1/8	H	11	2	19	1¼	38 5/8	2	F	13 1/8	3½	¼	4	13 1/8	3½	¼	4	166	102	270½	33¾	9½
Clinton 90–90M–4	4	¼	1¼	1/8	H	13¼	2	19	1¼	38 5/8	2	F	15 5/8	3¾	¼	4	15 5/8	3¾	¼	4	163	105	270½	38	8½
Clinton 120L–120LM–5	4	¼	1½	1/8	H	12	2	18	1½	41	2	F	18	4	¼	4	18	4	¼	4	206½	115	318	38	8
Clinton 120S–120SM–5–7	4	¼	1½	1/8	H	12	2	18	1½	41	2	F	18	4	¼	4	18	4	¼	4	130½	91	242	38	10
Clydesdale 120B–5–5–6	3	¼	1 11/16	1/8	V	9	2	18½	2	46½	2	F	18	4	¼	4	18	4	¼	4	131	.....	.....	38	.....
Clydesdale 90–3½–4½	3	1/8	1 5/8	1/8	V	9	1½	14	1½	42	1½	F	16	3¾	¼	4	16	3¾	¼	4	143	.....	.....	38	.....
Clydesdale 65EX 2½–3	3	1/8	1 5/8	1/8	V	9	1½	14	1½	42	1½	F	13¼	3½	¼	4	13¼	3½	¼	4	132	.....	.....	33¼	.....
Clydesdale 65X–2½–3	3	1/8	1 1/8	1/8	V	11	1½	11	1½	11	1½	F	13¾	3½	¼	4	13¾	3½	¼	4	137	.....	.....	33¾	.....
Clydesdale 42–1½–2	3	1/8	1 1/8	1/8	V	15	2	12	2	41	3/4	V	12	3¼	¼	4	12	3¼	¼	4	117	.....	.....	34	.....
Clydesdale 20–1–1½	3	1/8	1 1/8	1/8	V	15	2	12	2	41	3/4	V	11¼	3	¼	4	11¼	3	¼	4	95	.....	.....	34	.....
Clydesdale 18–¾–1¼	3	1/8	1 1/8	1/8	V	15	2	12	2	41	3/4	V	11¼	2½	¼	4	11¼	2½	¼	4	95	.....	.....	34	.....
Clydesdale 10–¾–1¼	3	1/8	1 1/8	1/8	V	9	2	9	2	41	3/4	V	11¼	2½	¼	4	11¼	2½	¼	4	109	.....	.....	34	.....
Clydesdale 10A–1–¾–1¼	3	1/8	1 1/8	1/8	V	9	2	9	2	41	3/4	V	11¼	2½	¼	4	11¼	2½	¼	4	109	.....	.....	34	.....
Columbia H–1½	3	1/8	1	....	V	10	1¼	12	1¼	39	1¼	F	23	1¾	¼	4	23	1¾	¼	4	Opt	Opt	Opt	32½	10

1: O. D. 7½ I. D.

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency			Length				Width
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Columbia G–2½	3	3/16	1 1/4		V	10	1 1/4	12	1 1/4	39	1 1/4	F	26	2	1/4	4	26	2	1/4	Opt	Opt	Opt	32 1/2	9
Columbia K–3	3	1/16	1 1/4		V	11	1 1/2	13	1 1/2	42	2	F	26	2	1/4	4	26	2	1/4	Opt	Opt	Opt	32 1/2	9
Commerce 11–2000	3	1/16	1		V	10	2	10	2	44		F	50	2	1/4	4	48 1/2	2	1/4	92 5/8	53 5/8	193	34	9
Commerce 14B–3000	4	1/16	1		V	10	2	2	1 1/2	44		F	11 1/16	2	1/4	4	11 1/16	2	1/4	117	75	210	34	8 3/4
Commerce 25B–5000	4	1/16	1 1/4		V	10	2	2	1 1/2	44		F	13	3	1/4	4	13	3	1/4	132	84	228 1/2	34	12 1/2
Concord E–1	4	1/4	1 1/4		V	10	2	9 1/2	1 1/2	39 3/4		F	12	3	1/4	4	12	3	1/4				32 1/4	
Concord G–2	4	1/4	1		H	9 1/2	2	15 1/2	1 1/2	42	1 1/2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4				32 1/4	
Concord H–2	4	1/4	1		H	7	1 7/8	9 1/2	1 3/8	33 1/2		F	12	3 1/2	1/4	4	12	3 1/2	1/4				32 1/4	
Concord J–2½	4	1/4	1 1/4		H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	12 1/2	3 1/2	1/4	4	12 1/2	3 1/2	1/4				32 1/4	
Concord JL–3	4	1/4	1 1/4		H	7	1 7/8	9 1/2	1 3/8	33 1/2	2	F	13	3 1/2	1/4	4	13	3 1/2	1/4				32 1/4	
Corbitt S–¾	4	1/4	1		H	8	2	14	2	38	1 1/4	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4				32 1/4	
Corbitt E–1	3	1/16	1		H	9	2	12	2	41	1 1/2	F	16 3/4	1 3/4	1/4	4	16 3/4	1 3/4	1/4				32 1/4	
Corbitt D–1½	3	1/16	1		H	11	1 1/4	15	1 1/4	46	1 1/2	F	18	2	1/4	4	18	2	1/4	103	59	196	34	11 1/4
Corbitt C–2	3	1/16	1 1/4		V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	104	62	198	34	11 1/8
Corbitt B–2½	3	1/16	1 1/4		V	13	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	110	72	206	34	10
Corbitt R–2½–3	3	1/16	1 1/4		V	14	1 1/4	15	1 1/4	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	132	78	230	35	10 5/8
Corbitt A–3½–4	3	1/16	1 1/4		V	14	1 1/4	8	1 1/4	46	1 1/2	F	21	4	1/4	4	21	4	1/4	136	78	232	35	10 5/8
Corbitt AA–5	3	1/16	1 1/2		V	13	2	14	2	36	2	F	68 3/4	3	1/4	2	68 3/4	3	1/4	153	92	254	35	10 5/8
Day-Elder AN–1½	3	1/8	1	1 1/4	V	6 3/4	1 3/4	7	1 1/4	34 5/8	1 3/8	F	10 1/16	3	1/4	4	10 1/16	3	1/4	168	106	266	35	9
Day-Elder BN–2	3	1/8	1 1/4	1 1/4	V	4	1 1/2	12 1/2	1 1/2	41	1 1/4	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	168	106	268	38	10
Day-Elder DN–2½	3	1/8	1 1/4	1 1/2	V	4	1 1/2	12 1/2	1 1/2	43	1 3/8	F	13 1/16	3 1/2	1/4	4	13 1/16	3 1/2	1/4	106 3/4	62 3/4	191	35	
Day-Elder CN–3	3	1/8	1 3/4	1 1/2	V	10 1/2	2	12	1 1/2	43	1 3/8	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	120	78 3/4	204 1/4	34	
Day-Elder FN–4	3	1/8	1 3/4	1 1/2	V	7 1/2	1 1/2	12 1/2	1 1/4	38	2	F	17 11/16	4	1/4	4	17 11/16	4	1/4	132	72 3/4	222 1/2	34	
Day-Elder EN–5–6	3	1/8	1 3/4	1 1/2	V	12 1/2	2		1 1/4	40	2	F	20	1 3/4	1/4	4	20	1 3/4	1/4	123 1/4	77 1/4	216	35	
Defiance G2–1¼	4	1/4	1 1/2	1 3/4	V	10	2	8	2	40	1 1/4	F	20	1 3/4	1/4	4	20	1 3/4	1/4	120 1/4	81 3/4	214 1/2	35	
Defiance GL2–1¼	3	1/8	1	1 1/2	V	10	2	8	2	40	1 1/4	F	20	2 1/2	1/4	4	20	1 3/4	1/4	154	94	253	37	
Defiance D–2–1½	3	1/8	1	1 1/2	V	10	2	8	2	40	1 1/4	F	45	2 1/2	1/4	4	43 1/16	2 1/4	1/4	90	56	179 1/2	34	
Defiance E2–2	3	1/8	1	1 1/2	V	10	2	8	2	40	1 1/4	F	52	2 1/2	1/4	1	37	2 1/2	1/4	119 1/2	76 1/2	203	34	
Defiance EL–2–2	3	1/8	1	1 1/2	V	10	2	8	2	40	1 1/4	F	52	2 1/2	1/4	1	37	2 1/2	1/4	119 1/2	76 1/2	203	34	
Defiance H2–3	3	1/8	1 1/4	1 1/2	V	10	2	8	2	40	1 1/4	F	61	2 1/2	1/4	1	47	2 1/2	1/4	119 1/2	76 1/2	203	34	
Defiance HL–2–3	3	1/8	1 1/4	1 1/2	V	11 3/4	1 1/2	9	1 1/2	42 1/2	1 1/2	F	61	2 1/2	1/4	1	47	2 1/2	1/4	136 1/2	76 1/2	203	34	
Defiance H-3	3	1/16	1 1/4	1 1/2	V	11 3/4	1 1/2	9	1 1/2	42 1/2	1 1/2	F	61	2 1/2	1/16	1	47	2 1/2	1/16	125 3/4	93 1/2	220	34	
Diamond T–75–¼–1	3	1/4	3/4	1	V	8	1 1/2	10 1/2	1 1/4	33 1/4	1 1/4	F	22	2 1/2	1/4	2	46 5/8	2 1/2	1/4	143 3/4	82 3/4	220	34	
Diamond T–O3–1–1¼	3	1/8	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	48	2 1/2	1/4	4	33	2 1/2	1/4	100 3/4	66 3/4	238	34	
Diamond T–T–1½	3	1/8	1	1 1/4	V	9	1 1/4	6	1 1/4	35	2	F	11 1/2	3 1/2	1/4	4	11 1/2	3 1/2	1/4	101 3/4		190	34	
Diamond T–U2–2½	3	1/8	1 1/4	1 1/4	V	9	1 1/4	8	1 1/4	35	2	F	13 1/4	3 1/2	1/4	4	13 1/4	3 1/2	1/4	90	57 1/2	182 1/2	34	
Diamond TK–3½	3	1/8	1 1/4	1 1/4	V	9	1 1/4	8	1 1/4	35	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	100			34	
Diamond T–S–5	3	1/4	1 1/4	1 1/4	V	9	1 1/4	8	1 1/4	35	2	F	17 11/16	4	1/4	4	17 11/16	4	1/4	Opt			34	
Diehl A	3	1/4	1 1/2	1 3/4	V	10	1 1/2	10	1 1/2	40 3/8	2	F	18	4	1/4	4	18	4	1/4	Opt			34	
Dixon Model D	4		1	1		9	2	21	2											Opt			34	
Dixon Model C	4	1/8	1		V								24 3/8	2 1/4	1/4	4	24 3/8	2 1/4	1/4	Opt			37	
Dixon Model A	4	1/8	1 1/4		V	11	1 1/2	8	1 1/2	41		F	28	2 1/2	1/4	4	27	2 1/2	1/4	90	48	174	37	
Dodge Brothers–¾	4	1/8	1 1/4		V	11	1 1/2	9	1 1/2	42		F	13	3 1/2	1/4	4	13	3 1/2	1/4	126	71	221 1/2	34 1/2	11
Dorris K–4–2½	3	1/8	1 1/8		V	12	1 1/2	10	1 1/2	42										Opt	71	221 1/2	34 1/2	9 1/2
Dorris K7–3½	3	1/4	1 1/4	1 1/4	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	24 3/8	2 1/4	1/4	4	24 3/8	2 1/4	1/4	Opt	71	221 1/2	34 1/2	9 1/2
Double Drive TT–3	3	1/4	1 1/4	1 1/4	V	2 1/4	1 1/2	6 1/4	1 1/4	42 7/8	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	Opt	71	221 1/2	36	9 1/2
	4	1/4	1 1/4	1/16	V	2 1/4	1 1/2	6 1/4	1 1/4	42 7/8	2	F	15 3/4	3 3/4	1/4	4	15 5/8	3 3/4	1/4	142 3/4	96 1/2	233 1/2	34	9 3/4
Duplex G	12	2	19	1 1/2	34	F	F	8 5/8	4	1/4	4	18	4	1/4	*	132	178 1/2	130 1/2	270 1/2	36	9	9 3/4			
Duplex GH	4	3/16	1		V							F	11	2 1/2	1/4	4	11	2 1/2	1/4		100	216	34	
Duplex A	4	1/8	1		V		1 3/4		1 1/4			F	19	2	1/4	4	19	2	1/4	102			34	
Duplex AC	3	1/16	1 1/4		V		1 3/4		1 1/4			F	20	2 1/4	1/4	4	20	2 1/4	1/4	112			34	
Duplex E	3	1/16	1 1/4		V		1 1/4		1 1/4			F	26	2	1/4	4	26	2	1/4	121			34	
Duplex FD	3	1/16	1 1/4	1 1/2	V		1 1/4		1 1/4			F	10	2 1/2	1/4	4	52	2 1/2	1/4	140			34	
	4	1/4	1 1/4		V		2		1 1/4			F	26 1/4	2	1/4	4	26 1/4	2	1/4	128			34	
Eagle 100–2																				Opt			40	
Eagle 101–1¼	4	1/8	1 1/4	1	V	14	2	16	1 1/4	36	1 1/2	...	49 1/2	3	1/16	2	46	2	2				34	
Eagle 104–2–3	4	1/4	1 1/4	1 1/4	V	14	2	16	1 1/4	34	1 1/2	F	21	2 1/2	1/16	4	21	2 1/4	2	Opt			36	
	4	1/4	1 1/4		V	14	2	16	1 1/4	36	1 1/2	F	49 1/2	3	1/16	2	46	2	2	Opt			31	
Fageol 1½–2																				Opt			32	
Fageol 2½–3	3	1/4	1 3/16	1 1/2	V	10	2 1/2	20	2 1/2	37 3/4	1 1/2	F	19 1/4	1 3/4	1/16	2	19 1/4	1 3/4	1/4	120			30	
Fageol 3½–4	3	1/4	1 11/16	1 11/16	V	10	1 1/4	14 3/4	1 1/4	34 3/4	1 1/2	F	13 1/4	3 1/2	1/4	2	13 1/4	3 1/2	1/4	141			34	
Fageol 5–6	3	1/4	1 5/8	2	V	9	1 1/2	17 1/2	1 1/2	40 1/2	1 1/2	F	15 1/2	3 3/4	1/16	2	15 1/2	3 3/4	1/4	159 1/2			37 3/4	
Federal R–2–1	3	1/4	1 5/8	2	V	9	1 1/2	17 1/2	1 1/2	40 1/2	1 1/2	F	18	4	1/16	2	18	4	1/4	161 1/4			37 3/4	
Federal S–21–1½	4	1/8	1		V		1 1/2		1 1/2			F			1/4	4			1/4	110				
Federal S–22–1½	4	1/8	1		V		1 1/2		1 1/2			F			1/4	4			1/4	118				
Federal U–2–2½	4	1/8	1		V		1 1/2		1 1/2			F			1/4	4			1/4	118				
Federal WL–4	4	1/4	1 1/4		V		1 1/2		1 1/2			F			1/4	4			1/4	134				
Federal X2–5	4	1/4	1 1/4		V		1 1/4		1 1/2			F			1/4	4			1/4	154				
Federal Light Duty	4	1/4	1 1/2		V		1 1/2		1 1/2			F			1/4	4			1/4	15.				
Federal Heavy Duty	4	1/4	1 1/4		V		1 3/4		1 1/2			F			1/4	4			1/4	86				
Ford T–1	4	1/4	1 1/4		V		1 1/4		1 1/2			F			1/4	4			1/4	99				
Front Drive FT–1½	3	1.06	1 1/16		H				1 1/2			F			1/4	4			1/4	60				
Fulton C–2	4	1/4	1	1 1/16	V	4	2	2 3/4	1 3/4	26 1/16	1 1/8	R	23 3/8	1 1/8	1/16	4	23 3/8	1 1/8	1/16	132	98	204	34	9 3/4
Fulton A–1	4	1/4	1 1/8	1 1/2	H	13 3/4	1 3/4	17	1 3/8	33	2	F	13	4	1/4	4	12	1	1/4	120	73	215 1/2	34	10 1/2
Fulton C–2	4	1/4	1 1/8	1 1/2	H	13	2	15	2	37 1/2	1 1/2	F	50 1/2	3	1/16	1	15	4	1/16	106	60	192	33 3/4	10
F. W. D. B–3	4	1/4	1 1/16	1 1/2	V	9 3/4	2	10	1 1/4	35 1/2	1 1/2	F	48	2 1/2	1/16	1	25	2 3/4	1/16	120	73	215 1/2	34	12
	3	1/4	1 1/16	1 1/2	V	4	2	5	1 1/2	40	1 1/2	F	50 1/2	3 1/2	1/16	1	47 1/2	2 1/4	1/16	148	97	200	34	10
Garford 15–1													27		1/4	1	43	2 3/4	1/4				36	9 3/4
Garford 30–1½	4	1/8	1		V																			
Garford 50–2½	4	1/8	1 1/4		V								11	2 1/2	1/4	4	11	2 1/2	1/4	96	61	187	34	11
Garford 80–4	4	1/4	1 1/4		V					34	1 1/2	F	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	120	71	220	34	9
Garford 68D–5	4	1/4	1 1/4		V					31 1/2	5/8	F	13 1/16	3 1/2	1/4	4	13 1/16	3 1/2	1/4	144	82	246	34	7
Garford 151–A–5	4	1/4	1 1/2		V					38 5/8	5/8	R	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	150	88 1/2	251	36	7
Gary W–1–1½	4	1/4	1 1/2		V					39	5/8	R	17 3/4	4	1/4	4	17 3/4	4	1/4	150	88 1/2	251	36	10
Gary I–2	4	1/4	1 1/2		V					39 1/4	5/8	R	21 5/8	4	1/4	4	21 5/8	4	1/4	150	88 1/2	251	36	11
Gary J–2½	4	1/4	1 1/4	3/8	V						1	F	10 1/2	3	1/4	4	11 1/2	3	1/4	97 3/16			34	11 1/2
Gary K–3½	4	1/4	1 1/4	3/8	V	13 1/2	2	12	1 1/4	32	1 1/4	F	11 1/2	2 3/4	1/4	4	12	3 1/4	1/4	120	72	214	34	10 3/4
Gary M–5	4	1/4	1 1/4	3/8	V	10	2	12	1 1/4	36	2	F	12	3 1/4	1/4	4	13 1/2	3 1/2	1/4	120	76	214	34	10
G.M.C. K–16	4	1/4	1 1/4	3/8	V	13	2	16 1/2	1 1/4	36	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	148	86	247	36 3/4	10 3/4
G.M.C. K–41	4	1/4	1 1/4	3/8	V	14	2	18	1 1/8	33 1/2	2	F	15 3/4	3 3/4	1/4	4	15 3/4	3 3/4	1/4	168	99	275	39	10 1/4
G.M.C. K–71	4	1/4	1 1/4	1 5/8	V	8 3/4	1 1/2	8 1/16	1 1/4	35 3/4	2	F	18 1/4	4	1/4	4	18 1/4	4	1/4	89	57	183 1/2	34	8 3/4
G.M.C. K–101	4	1/4	1 1/4	1 5/8	V	10	1 3/4	9 1/2	1 1/4	35 3/4	2	F	47	2 3/8	1/4	4	47	2 3/8	1/4	Opt	Opt	Opt	33	9 1/2
	4	1/4	1 1/4		V	11 3/4	1 3/4	9 1/2	1 3/4	35 3/4	2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	Opt	Opt	Opt	38	10 1/4
Gotfredson 20–B–1													15 1/8	3 3/4	1/4	4	15 1/8	3 3/4	1/4	Opt	Opt	Opt	38	9 3/4
Gotfredson 30–1½	4	1/8	1	1	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/2	1 1/2	F	17 3/4	4	1/4	4	17 3/4	4	1/4	Opt	Opt	Opt	38	9 3/4
Gotfredson 41–2	4	1/8	1	1	V	10 1/4	1 3/4	10 1/2	1 1/4	32 1/2	1 1/2	F	42 1/4	3 1/4	1/16	1	11	2	1/16	88	56 11/16	181 1/4	32 1/8	8 1/2
Gotfredson 60–3	4	1/4	1 1/4	1 1/4	V	8 1/2	1 3/4	4	1 1/4	32 7/8	1 1/2	F	11 3/4	3 1/4	1/16	1				120	69 11/16	213 1/4	32 1/8	
Gotfredson 80–4	4	1/4	1 1/4	1 1/4	V	11	2	16 1/4	1 1/4	41	1 3/4	F	11 3/4	3 1/4	1/16	1	13 1/2	3 1/4	1/4	119 1/16	67 1/16	216 5/8	32	
Gotfredson 100–5	4	1/4	1 1/2	1 1/16	V	14	2	18	1 1/4	43	2	F	11 3/4	5	1/16	2	15 1/2	3 1/4	1/4	127	81 1/16	218 1/2	33	
	4	1/4	1 1/2	1 1/16	V	14	2	19	1 1/2	43	2	F	11 3/4	7	1/16	2	18 1/4	4	1/4	147	88 3/4	242 5/8	35	8 11/16
													12 3/4	7	1/16	2				156	89 3/4	256 1/2	38	10 1/16

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter ★	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Graham Bros. BB–1	4	1/8	1 1/8	1/4	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	41 3/4	2	1/16	2	41 3/4	2	1/16	2	86 3/4	46 3/4	192 3/4	34	.....
Graham Bros. CB&MB–1 1/2	4	1/8	1 1/8	1/4	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	41 3/4	2 1/4	1/16	2	41 3/4	2 1/4	1/16	2	96 3/4	56 3/4	202 5/8	34	.....
Graham Bros. LB&FB–1 1/2	4	1/8	1 1/8	1/4	V	9	1 1/2	7 1/4	1 1/4	34 1/2	1	F	41 3/4	2 1/4	1/16	2	41 3/4	2 1/4	1/16	2	132 3/4	74 3/4	238 5/8	34	.....
Gramm-Bernstein 10 Sp'd–1	3	1/8	1	1 1/2	V	12	2 1/4	14 1/2	2 1/4	29	1	F	48	2	1/16	2	26	2	1/16	1	97	54	180	30 1/8	.....
Gramm-Bernstein 15–1 1/2–2	3	1/8	1	1 1/2	V	10 1/4	2	6	2	39	1 1/4	F	48 1/2	2	1/16	2	45 7/8	1 1/2	1/16	2	120	74	205 11/16	32	.....
Gramm-Bernstein 65–1 1/2–2	3	1/8	1	1 1/2	V	10 1/4	2	6	2	39	1 1/4	F	19 3/4	1 3/4	1/4	4	19 3/4	1 3/4	1/4	4	120	74	205 11/16	32	.....
Gramm-Bernstein 125–2 1/2	3	1/8	1 1/4	1 1/2	V	4 1/2	1 1/2	12	1 1/2	32	2	F	8	5	1/4	2	45	2	1/4	4	126	77 3/4	214	32	.....
Gramm-Bernstein 30–3	3	1/4	1 3/4	1 1/2	V	11	1 1/2	9	1 1/2	33 3/4	2	F	22 3/4	2 1/4	1/4	4	22 3/4	2 1/4	1/4	4	129 3/4	81 3/4	226 3/4	36	.....
Gramm-Bernstein 75P–3 1/2	3	1/4	1 1/4	1 1/2	V	11	1 1/2	9	1 1/2	33 3/4	2	F	22 3/4	2 1/4	1/4	4	22 3/4	2 1/4	1/4	4	129 3/4	.....	.....	36	.....
Gramm-Bernstein 40–4	3	1/4	1 1/4	1 1/2	V	11	1 1/2	9	1 1/2	33 3/4	2	F	28 3/4	2 3/4	1/4	4	28 3/4	2 3/4	1/4	4	144	87 3/4	240 3/4	36	.....
Gramm-Bernstein 50–5–6	3	1/4	1 1/2	1 3/4	V	23 1/4	2	13 3/4	1 7/8	40 3/4	2	F	32 11/16	2 3/4	1/4	4	32 11/16	2 3/4	1/4	4	132	97	263 1/2	36	.....
Grass Premier 40A	3	1/8	1	1 1/2	V	12	2 1/4	14 1/2	2 1/4	29	1	F	22 1/2	1 1/4	1/16	4	48	2 1/2	1/16	2	98	70	192	31	.....
Grass Premier 60A1 1/2	4	1/4	1 1/4	1 1/2	V	14	2 1/2	16	2 1/2	.....	.....	...	48 1/2	2	1/16	2	47	1 1/2	1/16	2	108	66	204	31	.....
Grass Premier 70A2 1/2	4	1/4	1 1/4	1 1/2	V	14	2 1/2	16	2 1/2	.....	.....	...	.....	.....	.....	...	.....	.....	.....	...	120	.....	214	31	.....
Grass Premier 90A3 1/2	3	1/4	1 1/2	1 3/4	V	11	1 1/2	11	1 1/2	40	1 1/2	F	15 5/8	3 3/4	1/4	4	15 3/4	3 3/4	1/4	4	95	83	192	35	.....
G. W. W. Super	3	1/16	1 1/4	1 3/4	V	8	1 3/4	17 1/2	1 1/4	37 1/2	1 1/4	F	49	2 1/2	1/4	2	47	1 1/2	1/2	2	89	72	192	32	11 1/4
Harvey WOA–2	4	1/4	1 1/4	2	V	11	2	14	1 1/4	35 5/8	2	F	45	2	1/4	2	45	2	1/4	2	139	87	242 1/4	32	10
Harvey WFB–2 1/2	4	1/4	1 1/4	2	V	11	2	14	1 1/4	35 5/8	2	F	50	2 1/4	1/4	2	50	2 1/4	1/4	2	139	87	242 1/4	32	10
Harvey WHB–3 1/2	4	1/4	1 1/2	2	V	12	2	14	1 1/2	36 1/2	2	F	20 3/4	4	1/4	4	20 3/4	3	1/4	4	151 3/4	85 3/4	258 7/8	35	9
Harvey WFT–6	4	1/4	1 1/4	2	V	11	2	14	1 1/4	36 1/2	2	F	50	2 1/4	1/4	2	50	2 1/4	1/4	2	84	52	189 3/4	32	10
Harvey WHT–10	4	1/4	1 1/2	2	V	12	2	14	1 1/4	36 1/2	2	F	20 3/4	4	1/4	4	20 3/4	3	1/4	4	86	52 1/2	191 1/8	35	9
Hawkeye O	4	1/16	.....	1	V	12	2	9	1 1/4	.....	1 1/2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hawkeye K	4	1/16	.....	1	V	12	2	9	1 1/4	.....	2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hawkeye M	4	1/4	.....	1 1/4	V	12	2 1/4	9	1 1/2	.....	2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Hawkeye N	4	1/4	.....	1 1/4	V	14	2 1/2	12	1 1/2	.....	2 1/2	F	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	.....	.....
Indiana 15–1 1/2	3	1/4	1 1/4	.....	.....	17	1 1/4	14	1 1/4	38 1/2	1	F	19	2	1/8	4	19	2	1/8	4	114	67 1/8	213 1/4	34	10 1/4
Indiana 20–2	3	1/4	1 1/4	.....	.....	6	1 1/4	13	1 1/4	26 3/8	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	126	74 1/2	226 1/2	33	10 1/4
Indiana 25–2 1/2	3	1/4	1 1/4	.....	.....	6	1 1/4	13	1 1/4	26 3/8	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	138	81	229 1/16	33	9 3/4
Indiana 35–3 1/2	3	1/4	1 1/4	.....	.....	6	1 1/4	13	1 1/4	26 3/8	1 1/2	F	20 3/4	.....	1/4	4	20 3/4	.....	1/4	4	139	79 3/4	244 3/4	34 1/2	8 3/4
Indiana 51–5	3	1/4	1 1/2	.....	.....	10	1 1/2	17 1/2	1 1/2	40 1/2	1 3/4	F	65 1/16	3	3/8	2	65 1/16	3	3/8	2	152 1/4	87	260	37 1/2	10 1/2
Inter'l S–2000 lbs.–Sp. Tr	3	1/4	1 1/4	1 3/4	V	9 3/4	2 1/4	17 3/4	2 1/4	30 1/4	1	F	38	2	1/4	2	36	2	1/4	2	88	.....	.....	34	.....
International 33–3000 lbs	4	1/4	1 1/4	1 3/4	V	6 1/4	2 1/2	6 1/2	2 1/2	43 1/2	1 1/2	F	43 3/4	2 1/4	1/4	2	43 3/4	2 1/4	1/4	2	101 3/4	57 1/4	194 3/4	34	11 1/2
International 43–4000 lbs	4	1/4	1 1/4	1 3/4	V	6 1/4	2 1/2	6 1/2	2 1/2	43 1/2	1 1/2	F	50 5/8	2 1/4	1/4	2	50 5/8	2 1/4	1/4	2	109	59 1/4	202	32 1/4	11 1/2
International 63–6000	4	1/4	1 1/4	1 3/4	V	9	2 1/2	14 1/2	2	46	1 3/4	..	50 5/8	2 1/4	1/4	2	50 5/8	2 1/4	1/4	2	116 1/16	67 5/8	213 7/8	34	11 3/4
International 103	4	1/4	1 1/4	1 3/4	V	9	2 1/2	6 1/4	3	51	1 3/4	F	.....	.....	.....	...	.....	.....	.....	...	146	87 5/8	244	34	12 3/4
Kearns H–1	3	1/8	1	1/8	H	16	2	16	2	33	1	F	42	2	1/8	1	21	2	1/8	2	90	.....	.....	34	.....
Kearns N–1 1/2	3	1/8	1	1/8	H	18	2	18	2	33	1	F	45	2 1/2	1/8	1	22	2 1/4	1/8	2	133 1/2	.....	.....	34	.....
Kearns N–1–2	3	1/4	1 1/4	1/8	V	.....	.....	.....	.....	33	1 1/4	F	42	2 1/4	1/4	4	42	2 1/4	1/4	4	141	94	215 1/2	34	.....
Kearns T–3 1/2	3	1/4	1 1/2	3/8	V	.....	.....	.....	.....	.....	.....	...	22	4	1/4	4	22	3	1/4	4	168	116	274	35	.....
Kearns TF–5	3	1/4	1 1/2	3/8	V	.....	.....	.....	.....	.....	.....	...	32 1/2	3	1/4	4	32 1/2	3	1/4	4	168	116	274	35	.....
Kelly-Springfield K70	4	1/4	1 1/4	1 11/16	V	12 3/4	1 1/2	16	1 1/2	41 3/8	1 1/2	F	17 3/8	2 3/8	1/4	4	17 3/8	1 7/8	1/4	4	132	81	289 3/4	34	.....
Kelly-Springf'd K41–3 1/2–5	4	1/4	1 1/4	1 11/16	V	6 1/2	1 5/8	24	1 1/2	59 5/8	1	V	3 1/16	4 1/2	1/4	12	25 1/8	2 1/2	1/4	4	144	75	248	36	.....
Kelly-Springf'd K61–5 to 7	4	1/4	1 1/4	1 11/16	V	6 1/2	1 5/8	24	1 1/2	59 5/8	1	V	3 1/16	4 1/2	1/4	12	25 1/8	2 1/2	1/4	4	144	85	238	36	.....
Kelly-Springfield K-75-2 1/2	4	1/4	1 1/4	1 11/16	V	7	1 1/2	13	1 1/2	41 3/8	1 1/2	F	3 1/16	4 1/2	1 1/4	12	21 1/4	2 1/2	1/4	4	138	.....	.....	34	.....
Kelly-Springfield K-76-2 1/2	4	1/4	1 1/4	1 11/16	V	7	1 1/2	13	1 1/2	41 3/8	1 1/2	F	17 3/8	2 1/2	1/8	4	17 3/8	1 7/8	1/8	4	138	.....	.....	34	.....
Kenworth KS–2 1/2	4	1/4	1 1/4	1 1/4	H	12	2	14	1 1/4	36	2	...	20	2 1/4	1/4	4	20	2 1/4	1/4	4	133	.....	.....	34	.....
Kenworth M–1 1/2	4	1/4	1 1/4	1 1/4	H	12	2	14	1 1/4	36	2	...	46	2	1/4	2	46	2	1/4	2	114	.....	.....	32	.....
Kenworth L–3	4	1/4	1 1/4	1 1/4	H	13 1/2	2	16	1 1/4	36	2	...	56	2 1/2	1/4	2	56	2 1/2	1/4	2	144	.....	.....	36 1/2	.....
King Zeitler 1	4	1/8	1	1 1/16	V	11	1 1/2	15 1/2	1 1/2	39	1 1/4	F	11	3	1/4	4	11	3	1/4	4	Opt	Opt	Opt	32	10 1/2
King Zeitler 1 1/2	4	1/8	1	1 1/16	V	11	1 1/2	15 1/2	1 1/2	39	1 1/4	F	12 1/4	3 1/4	1/4	4	12 1/4	3 1/4	1/4	4	Opt	Opt	Opt	32	10 3/4
King Zeitler 2 1/2	4	1/4	1 1/4	1 11/16	V	12	1 1/2	16	1 1/2	38	1 1/2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	Opt	Opt	Opt	32	10
King Zeitler 3 1/2	4	1/4	1 1/4	1 11/16	V	12	1 1/2	16	1 1/2	40	1 1/2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	Opt	Opt	Opt	36	10 3/4
King Zeitler 5	4	1/4	1 1/2	1 11/16	V	14	2	22	2	40 1/2	2	F	19 1/2	4	1/4	4	19 1/2	4	1/4	4	Opt	Opt	Opt	36	10 1/4
Kissel 1 Ton	3	1/8	.....	1 1/4	.....	12 1/4	1 3/4	10	1 1/2	46 3/4	2	F	11	3	1/4	4	12	3 1/4	1/4	4	102	58 1/2	201 ..	34	.....
Kissel Utility 1 1/2	3	1/8	.....	1 1/4	.....	12 1/4	1 3/4	10	1 1/2	46 3/4	2	F	19	2	1/8	4	12	3 1/4	1/4	4	120	70 1/2	219 ..	34	.....
Kissel Freighter 2	3	1/16	.....	1 1/4	.....	12 1/4	1 3/4	10	1 1/2	49	2	F	14	3 1/2	1/4	4	14	3 1/2	1/4	4	144	80	243 ..	34	.....
Kissel Heavy Duty 4	3	1/16	.....	1 1/4	.....	13 3/4	1 3/4	10	1 1/2	52 1/4	2	F	56	2 1/2	1/4	2	56	2 1/2	1/16	2	156	94 3/4	251 1/4	36	.....
Kleiber 1 1/2	4	1/4	1 1/4	.....	V	11	1 1/2	13	1 1/2	45 1/2	1 3/8	F	13	3 1/4	1/4	4	13	3 1/4	1/4	4	114	.....	.....	34	.....
Kleiber 2 1/2	4	1/4	1 1/2	.....	V	12	1 1/2	14	1 1/2	47 1/2	1 3/8	F	14	3 1/2	1/4	4	14	3 1/4	1/4	4	150	.....	.....	34	.....
Kleiber 3 1/2	4	1/4	1 1/2	.....	V	13	1 1/2	14 1/2	1 1/2	47 1/2	1 3/8	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	156	.....	.....	38	.....
Kleiber 5	4	1/4	1 3/4	.....	V	14	1 1/2	15	1 1/2	48 1/2	1 3/4	F	18	4	1/4	4	18	4	1/4	4	171	.....	.....	38	.....
Krebs J–24	4	1/4	1	1/16	V	8	1 1/2	17	1 1/2	42	1 1/2	F	11 1/4	2 1/2	1/4	4	11 1/4	2 1/2	1/4	4	119	64	214	33	10 3/4
Krebs 50	4	1/4	1 1/4	1/16	V	10	1 1/2	17	1 1/2	42	1 1/2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	122	60	222	33	9
Krebs K–45	4	1/4	1 1/4	1/16	V	10	1 1/2	17	1 1/2	42	1 1/2	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	122	60	222	33	10
Krebs 80	4	1/4	1 1/4	1/16	V	11	1 1/2	17	1 1/2	44	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	131	80	234	33 1/4	9
Krebs L–75	4	1/4	1 1/4	1/16	V	11	1 1/2	17	1 1/2	44	2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	131	80	234	33 1/4	9
Krebs 100	4	1/4	1 1/4	1/16	V	11	1 1/2	17	1 1/2	44	2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	131	87	234	38	10
Krebs L–110	4	1/4	1 1/4	1/16	V	11	1 1/2	17	1 1/2	44	2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	131	87	234	38	10
Krebs 130	4	1/4	1 1/2	1/16	V	11	1 1/2	17	1 1/2	44	2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	126	92	234	38	10
Krebs B–120	4	1/4	1 1/2	1/16	V	11	1 1/2	17	1 1/2	44	2	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	126	92	234	38	10
Lange F–3 1/2	4	1/4	1 11/16	1 5/8	V	4	1 1/2	14	1 1/2	45	1 1/2	F	13 3/4	3 3/4	1/4	4	13 3/4	3 3/4	1/4	4	139	88	227 1/2	37	9 1/2
Lange E–2 1/2	4	1/4	1 1/16	1 5/8	V	7	1 1/2	14	1 1/2	42	1 1/2	F	11 1/2	3 1/2	1/4	4	11 1/2	3 1/2	1/4	4	139	85	229	33	10
Lange G–1 1/2	4	1/8	1 1/16	1 5/8	V	5 1/2	1 1/2	13	1 1/2	40	1 1/4	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	114	73	205	37	9 3/4
Larrabee X2–1–1 1/4 Ton	3	1/8	1 1/4	1 3/4	V	6	1 1/4	14	1 1/4	34	1 1/4	F	50	2	1/8	2	50	2	1/8	2	108	59	205	34	11
Larrabee J4–1 1/2–2 1/4 Ton	4	1/8	1	1 1/2	V	6 1/2	1 1/4	10	1 1/2	41	1 1/4	F	19	2	1/4	4	19	2	1/4	4	108	67 1/2	199	34	10 1/2
Larrabee K5–2 1/2–3 1/2 Ton	4	1/4	1 1/4	1 3/4	V	6	1 1/2	11	1 1/2	45 1/2	1 1/2	F	21	2 1/4	1/4	4	21	2 1/4	1/4	4	Opt	Opt	Opt	34	9 3/4
Larrabee L4–3 1/2–4 1/2 Ton	4	1/4	1 1/4	1 3/4	V	6	1 1/2	11	1 1/2	45 1/2	1 1/2	F	21	4	1/4	4	21	3	1/4	4	Opt	Opt	Opt	36	9
Maccar EX–1 1/4	3	1/8	1 1/4	3/8	V	4 1/2	1 1/2	15	1 1/2	35 1/2	1 1/4	F	50	2	1/16	2	48	2	1/16	2	101 5/8	68	192 1/2	37	9 1/2
Maccar V–1, 2	4	1/4	1 1/4	5/8	V	4	1 3/4	19	1 1/2	35	2	F	11 5/8	3 1/4	1/4	4	11 5/8	3 1/4	1/4	4	138 3/4	79 3/4	243 3/8	34	10 1/2
Maccar H–1, 3	4	1/4	1 1/4	5/8	V	4	1 3/4	19	1 1/2	35	2	F	13 1/16	3 1/2	1/4	4	13 1/16	3 1/2	1/4	4	138 3/4	79 3/4	243 3/8	34	9 1/2
Maccar M–2, 4	4	1/4	1 1/4	5/8	V	4	1 3/4	19	1 1/2	35	2	F	14 3/4	3 3/4	1/4	4	14 3/4	3 3/4	1/4	4	156 3/4	91 3/4	263 1/2	34	8 1/2
Maccar G–1, 5	4	1/4	1 1/2	5/8	V	8	1 3/4	16 1/2	1 3/4	40 3/4	2	F	18	4	1/4	4	18	4	1/4	4	163 1/8	99 7/8	278	37 1/2	10
Mack AB-1 1/2,2,2 1/2-T-Ch	3	1/8	1 1/4	1 3/4	V	7 1/2	1 1/4	5 3/8	1 1/4	36 5/8	1 1/4	F	11 5/8	4	1/4	2	16 1/2	2 1/2	1/4	4	Opt	.....	.....	33 1/4	....
Mack Dual R'd'n-1 1/2,2,2 1/2	3	1/8	1 1/4	1 3/4	V	7 1/2	1 1/4	5 3/8	1 1/4	36 5/8	1 1/4	F	18 1/4	3 1/2	1/4	4	12	6	1/4	2	Opt	.....	.....	33 1/4	.....
Mack AB–Tractor–5	3	1/8	1 1/4	1 3/4	V	7 1/2	1 1/4	5 3/8	1 1/4	36 5/8	1 1/4	F	11 5/8	4	1/4	2	16 1/2	2 1/2	1/4	4	Opt	.....	.....	33 1/4	.....
Mack AC-3 1/2,5,6 1/2,7 1/2	3	1/4	1 1/2	1 3/4	V	5	1 3/4	3 1/4	2	.....	.....	...	16 1/16	3	1/4	4	20 1/2	3 1/2	1/4	4	Opt	.....	.....	37 1/2	.....
Mack AC-Trac.-7,10,13,15	3	1/4	1 1/2	1 3/4	V	5	1 3/4	3 1/4	2	.....	.....	...	16 1/16	3	1/4	4	20 1/2	3 1/2	1/4	4	Opt	.....	.....	37 1/2	....
Mason Road King	3	1/4	1 1/4	.....	V	11 5/8	2	14 1/8	1 1/2	.....	1 1/2	F	42 1/16	2 3/4	1/16	1	40 5/8	2 3/4	1/16	1	130 1/16	76 11/16	212 11/16	30	10
Master 22–1 1/2	4	1/4	1 1/4	1 11/16	V	13 1/2	2	12 1/2	1 1/4	30 1/2	1	F	12	3 1/4	1/4	2	12	3 1/4	1/4	2	Opt	.....	.....	34 1/8	.....
Master 41–2 1/2	4	1/4	1 1/4	1 11/16	V	13 1/2	2	12 1/2	1 1/4	31	1 1/4	F	13 1/4	3 1/2	1/4	2	13 1/4	3 1/2	1/4	2	117 3/8	.....	.....	34	.....
Master 51–3 1/2	4	1/4	1 1/2	1 11/16	V	13 1/2	2	15	1 1/4	35	2	F	16	3 3/4	1/4	2	16	3 3/4	1/4	2	147 3/4	.....	.....	36 3/4	.....

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Master 61-5	4	1/4	1 1/2	1 11/16	V	13 1/2	2	15	1 1/4	35	2	F	13 1/4	4	1/4	2	18	4	1/4	2	162 7/8	.....	.....	36 3/4	.....
Master 64-5-6	4	1/4	1 1/2	1 11/16	V	13 1/2	2	15	1 1/2	37	2	F	13 1/4	4	1/4	2	18	4	1/4	2	162 7/8	.....	.....	39	.....
Menominee Hurryton -1	3	1/4	1 1/4	1 3/4	V	6	1 1/2	12	1 1/4	40	1 1/4	F	48	2 1/2	1/2	2	11	2 1/2	1/2	2	102 1/2	.....	197	33	10 1/2
Menominee H-1 1/2	3	1/4	1 3/4	1 3/4	V	6	1 1/2	12	1 1/4	40	1 1/4	F	47 1/2	2 1/2	1/2	2	.....	.....	.....	...	122	.....	216	32	10 3/8
Menominee D-2	3	1/4	1 3/4	1 3/4	V	3	1 3/4	3	1 1/2	37 3/4	2	F	13 1/2	3 1/2	1/2	8	33 1/4	2 1/2	1/2	2	146	.....	224	32	10 3/8
Menominee HT-1 1/4	3	1/4	1 3/4	1 3/4	V	6	1 1/2	12	1 1/4	33 3/4	1 1/4	F	47 1/2	2 1/2	1/2	2	33 1/4	2 1/2	1/2	2	102 3/4	.....	192	32	10 3/8
Menominee J-3, 5	3	1/4	1 1/2	2	V	3	1 3/4	3	1 3/4	40 3/4	2	F	60 1/2	3 1/2	1/2	2	52	2 1/2	1/2	2	149	.....	246	38	9
Menominee G-3 1/2	3	1/4	1 1/4	1 3/4	V	3	1 3/4	3	1 3/4	37 3/4	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	149	.....	246	36	9
Moreland RR-1	3	1/4	1	1 1/4	V	8	1 1/2	11 1/4	1 1/2	34	1 3/4	F	49	2 1/2	1/2	2	46	2 1/2	1/2	2	108	56 1/2	208 3/8	34	.....
Moreland BX-1 1/2	3	1/4	1	1 1/4	V	8	1 1/2	11 1/4	1 1/2	34	1 3/4	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	108	56 1/2	208 3/8	34	.....
Moreland EX-2	3	1/4	1 1/4	1 1/2	V	9	1 1/2	14	1 1/2	42	1 3/4	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	132	79 1/2	226 1/4	34	.....
Moreland AX-3	3	1/4	1 1/4	1 1/2	V	9	1 1/2	13	1 1/2	42	1 3/4	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	174	101 1/4	253	34	.....
Moreland RX-5	4	1/4	1 1/2	1 3/4	V	8	1 1/2	14 1/2	1 1/2	42	2	F	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	192	115 3/4	271	38	.....
Moreland RC-Bus	3	1/4	1	1 1/4	H	8	1 1/2	11 1/4	1 1/2	24	1 1/2	F	49	2 1/2	1/4	2	46	2 1/2	1/4	2	156	100	256	34	7
Moreland EC-Bus	3	1/4	1 1/4	1 1/2	H	9	1 1/2	13	1 1/2	42	1 1/2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	152	102	254	34	8
Moreland AC-Bus	3	1/4	1 1/4	1 1/2	H	9	1 1/2	13	1 1/2	42	1 1/2	F	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	171	114 1/4	271	44	7
Nash 2018-1-1 1/2	4	1/4	1 1/4	1 1/4	....	3	1 1/2	7 3/4	1 1/4	36	1	F	49 1/8	2	1/2	2	20 1/2	2 1/2	1/2	1	104 1/2	61	193	30 1/2	9 3/4
Nash 3018-2-2 1/2	4	1/4	1 1/4	1 1/4	....	3	1 1/2	.....	.....	44	1	F	50 5/8	3	1/2	2	20 1/2	2 1/2	1/2	1	118 3/4	65	207	31 5/8	9 3/4
Nash 4017-2-2 1/2	3	1/4	1 1/4	1 1/4	....	7	1 1/2	.....	.....	44	2	F	49 1/2	2 1/2	1/4	4	25 1/2	2	1/4	1	117 1/8	85 1/2	202 1/2	38 1/8	14 3/4
National M	3	1/4	1	1/2	V	16	2 1/2	14	2 1/2	40	1 1/2	F	12	3 1/4	1/4	4	12	3 1/4	1/4	4	116	65	208	34	9 1/2
National T	3	1/4	1 1/4	1/2	V	12	1 1/2	18	1 1/2	42	1 3/4	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	123 1/2	80 1/2	220	34	9 7/8
National NB-3 1/2	3	1/4	1 1/2	1/2	V	10	1 1/2	17	1 1/2	40	1 3/4	F	16	3 3/4	1/4	4	16	3 3/4	1/4	4	142	91	243	36	8 1/2
Nelson & LeMoon G-1	4	1/4	1	1/2	V	8	1 3/8	3 1/2	1 3/8	39 1/2	1 1/8	F	11 1/2	2 1/2	1/2	2	11 1/2	2 1/2	1/2	2	65	.....	.....	.....	11
Nelson & LeMoon G-1 1/2	4	1/4	1	1/2	V	8	1 3/8	3 1/2	1 3/8	39 1/2	1 1/8	F	11 1/2	3	1/2	2	11 1/2	3	1/2	2	Opt	.....	.....	.....	11
Nelson & LeMoon G-2	4	1/4	1 1/4	1/2	V	9	1 3/8	3 1/2	1 3/8	41 1/4	1 1/4	..	12	3 1/4	1/4	2	12	3 1/4	1/4	2	Opt	.....	.....	.....	11
Nelson & LeMoon G-3	4	1/4	1 1/4	1/2	V	9	1 3/8	3 1/2	1 3/8	41 1/4	1 1/4	..	13 1/2	3 1/2	1/4	2	13 1/2	3 1/2	1/4	2	Opt	.....	.....	.....	11
Nelson & LeMoon G-4	4	1/4	1 1/4	1/2	V	9	1 3/8	3 1/2	1 3/8	41 1/4	1 1/4	...	16 1/2	3 3/4	1/4	2	16 1/2	3 3/4	1/4	2	Opt	.....	.....	.....	11
Nelson & LeMoon G-5	4	1/4	1 1/2	1/2	V	12	2	6	2	40 1/2	2	...	18	4	1/4	2	18	4	1/4	2	Opt	.....	.....	.....	11
Netco DK-2	3	1/2	1 1/4	1 1/2	V	12	1 1/2	16	1 1/4	40 1/2	1 1/2	F	13 3/8	3 1/2	1/4	4	13 3/8	3 1/2	1/4	4	142	94	234 1/2	34 1/4	9
Netco HL-2 1/2-3	3	1/2	1 1/2	1 1/2	V	13	1 1/2	16	1 1/4	41 1/4	1 1/2	F	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	139 1/2	93 1/2	234 1/2	34 1/4	9
Noble A-76-1 1/2	4	1/2	1	1 1/2	V	10	1 3/4	12 1/2	1 1/4	33 1/2	1 1/2	F	47	2 1/2	1/4	2	45	2 1/2	1/4	2	100	58	191	34	.....
Noble A-21-1 1/2	4	1/2	1	1 1/2	....	10	1 3/4	12 1/2	1 1/4	33 1/2	1 1/2	F	19	2	1/4	2	19	2	1/4	2	102	74	203	34	.....
Noble B-31-2	4	1/2	1	1 1/2	....	7	1 7/8	16 1/2	1 1/4	34 1/4	1 7/8	F	43	2	1/4	2	43	2	1/4	2	126	80	221	34	.....
Noble D-52-3	4	1/4	1 1/4	1 1/2	....	9	2	12	1 1/4	34 1/4	1 7/8	F	21	2 1/4	1/4	4	21	2 1/4	1/4	4	.....	101	207	34	.....
Noble E-72-4	4	1/4	1 1/4	1 1/2	....	14 1/2	2	16	1 1/4	34 1/4	1 7/8	F	57	2 1/2	1/4	2	57	2 1/2	1/4	2	.....	114	218	36	.....
Northway B-2-2	3	1/2	1 1/8	1 3/4	V	5 1/4	2 1/4	13 7/8	1 1/4	46 11/16	5/8	V	50 1/2	2 1/4	1/4	2	50 1/2	2 1/4	1/4	2	133	62	223 1/2	33	9
Northway B-3-3 1/2	3	1/2	1 1/8	1 3/4	V	5 1/4	2 1/4	13 7/8	1 1/4	46 11/16	5/8	V	54	2 1/2	1/4	2	54	2 1/2	1/4	2	173	92	253 1/4	34 1/8	11
Ogden A-2-1	3	3/8	1	1	H	12	2	6	2	44	3/4	V	11	2 1/2	1/4	4	11	2 1/2	1/4	4	108	56	186	33 1/4	10 1/2
Ogden D-1 1/2	3	1/2	1	1	V	13	2	12	2	44	3/4	V	10 11/16	3	1/4	4	10 11/16	3	1/4	4	120	.....	.....	33 1/4	....
Ogden E-2 1/2	3	1/2	1 1/4	2	V	10	1 3/4	14	1 3/4	30	1 1/4	F	52	2 1/4	1/4	1	52	2 1/4	1/4	1	144	.....	.....	33 1/4	....
Ogden F-3 1/2	3	1/4	1 1/4	2	V	11	1/2	16	1 1/2	36	1 1/2	F	15 5/8	3 3/4	1/4	4	3/8	3 3/4	1/4	4	168	.....	.....	37	.....
Ogden G-5	3	1/4	1 1/2	3	V	9	2	18	2	40	2	F	11	6	1/4	2	25	4	1/4	4	168	.....	.....	37	.....
Old Reliable B-2 1/2	3	1/4	1 1/4	1 1/4	....	.....	.....	.....	.....	.....	.....	...	54	2	1/4	1	54	2	1/4	1	144	.....	.....	32	.....
Old Reliable C-3 1/2	3	1/4	1 1/2	1 1/2	....	.....	.....	.....	.....	.....	.....	...	60	2 1/2	1/4	1	60	2 1/2	1/4	1	150	.....	.....	32	.....
Old Reliable D-5	3	1/4	1 1/2	1 1/2	....	.....	.....	.....	.....	.....	.....	...	72	3	1/4	1	72	3	1/4	1	156	.....	.....	34	.....
Old Reliable K. L. M. -7	3	1/4	1 1/2	1 1/2	....	.....	.....	.....	.....	.....	.....	...	54	3 1/2	1/4	1	60	4	1/4	1	158	.....	.....	36	...
Oneida B9-2	3	1/2	1 1/4	1 1/2	H	9 1/2	1 1/4	9 1/2	1 1/4	38 1/2	2	F	48	2 1/2	1/2	2	34	2 1/2	1/2	2	114	.....	.....	34	.....
Oneida C9-2 1/2	3	1/2	1 1/4	1 1/2	H	9 1/2	1 1/4	9 1/2	1 1/4	38 1/2	2	F	58	2 1/2	1/2	2	43	2 1/2	1/2	2	138	.....	.....	34	.....
Oneida D9-3 1/2	3	1/4	1 1/4	1 1/2	H	7	1 1/2	9 1/2	1 1/2	40	2	F	16	3 3/4	1/4	4	16	3 1/4	1/4	4	155 3/4	.....	.....	36	.....
Oneida E9-5	3	1/4	1 1/4	1 1/2	H	7 1/2	1 3/4	9 1/2	1 1/2	40	2	F	18	4	1/4	4	18	4	1/4	4	177	.....	.....	38	.....
Oshkosh AW-2	3	1/2	1 1/4	1 1/2	H	16	2	17	2	33 1/4	1 1/4	F	23 5/8	3 1/2	1/4	1	43 1/2	2 1/2	1/2	2	108	75 5/8	189	34	.....
Oshkosh AAW-2	3	1/2	1 1/4	1 1/2	H	16	2	17	2	33 1/4	1 1/4	F	23 5/8	3 1/2	1/4	1	43 1/2	2 1/2	1/2	2	144	110 5/8	224	34	.....
Oshkosh BO-2 1/2	4	1/2	1 1/4	1 3/4	V	9 3/4	1 1/2	12	1 1/2	36 1/2	2	F	23 5/8	4 1/2	3/8	1	43 1/2	2 1/2	1/2	2	125	85 1/2	211	34	.....
Oshkosh BBO2 1/2	4	1/2	1 1/4	1 3/4	V	9 3/4	1 1/2	12	1 1/2	36 1/2	2	F	23 5/8	4 1/2	3/8	1	43 1/2	2 1/2	1/2	2	144	104 1/2	230	34	.....
Overland 1/2	4	1/2	1 1/8	1 3/8	H	.....	.....	.....	.....	.....	.....	...	.....	.....	.....	...	.....	.....	.....	...	31 1/4	29	127 1/4	26	9 1/2
Patriot 7R-1	3	3/8	1 1/16	3/8	H	8	2	9	2	39	1/4	F	40 1/2	1 3/4	1/2	1	40 1/2	1 3/4	1/2	1	93	56	184	33 1/4	11 3/4
Patriot 9-L-2	3	1/2	1 1/16	5/8	V	6	1 1/4	8	1 1/2	37	1 3/4	F	40 1/2	1 3/4	1/2	1	40 1/2	1 3/4	1/2	1	113	65	207	34	10
Patriot 11W-3	3	1/4	1 1/16	5/8	V	11	1 1/2	10	2	39	2	F	58	2 1/2	1/4	1	43	2 1/2	1/4	1	150	82	246	34	10
Penn 1	4	1/2	1 1/16	1 3/8	H	12	2 1/2	7 1/4	2 1/2	33 1/4	7/8	F	40	1 1/2	1/2	4	40	1 1/2	1/2	4	89	52	178	34	9 1/2
Penn 2	3	1/4	1	....	V	8	2 1/8	8	2 1/8	38	1	F	50 1/2	3	1/2	1	46 3/4	2	1/2	1	124	80	214	38	12
Pierce Arrow XA-2	3	1/2	1 1/16	1 5/8	V	16 3/8	2 3/4	14 1/4	2 1/4	43 1/2	1 1/2	F	22 11/16	2 1/4	1/4	4	22 1/16	2 1/4	1/4	4	125 1/2	70 11/16	225	34 1/2	8 1/8
Pierce Arrow XB-3	3	1/2	1 1/16	1 5/8	V	16 3/8	2 3/4	14 1/4	2 1/4	43 1/2	1 1/2	F	22 11/16	2 1/4	1/4	4	22 1/16	2 1/4	1/4	4	125 1/2	70 11/16	225	34 1/2	8 1/8
Pierce Arrow WC-4	3	1/2	1 1/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	18	4 3/4	1/2	4	133 1/4	78 3/4	237	38 1/8	7 11/16
Pierce Arrow RD-5-6	3	1/2	1 1/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	20 7/8	4 3/4	1/2	4	139 1/4	84 3/4	243	38 1/8	8 1/16
Pierce Arrow RF-7 1/2	3	1/2	1 1/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	20 7/8	4 3/4	1/2	4	139 1/4	84 3/4	243	38 1/8	8 1/16
Pierce Arrow XB-TT	3	1/2	1 1/16	1 5/8	V	16 3/8	2 3/8	14 1/4	2 1/8	43 1/2	1 1/2	F	22 1/16	2 1/4	1/4	4	22 1/16	2 1/4	1/4	4	77 1/2	48 11/16	172 1/8	34 1/8	8 1/16
Pierce Arrow RD-TT	3	1/2	1 11/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	18	4 3/4	1/2	4	77 1/4	48 3/4	173 5/8	38 1/8	7 11/16
Pierce Arrow RF-TT	3	1/2	1 11/16	1 7/8	V	11	2 3/8	15 1/2	2 1/8	43 1/2	1 1/2	F	9 11/16	6	1/4	2	20 7/8	4 3/4	1/2	4	77 1/4	48 3/4	173 5/8	38 1/8	8 1/16
Pioneer 59AA-1	3	1/2	1 1/4	1 1/2	V	13	2	12	2	35	1	F	14	1 3/4	1/2	4	14	1 3/4	1/2	4	102	.....	.....	30	.....
Power 1 1/2	3	1/2	1	....	V	8	1 1/4	10	1 1/4	36	1 1/2	F	11 3/4	3 1/4	1/4	4	11	3 1/4	1/4	4	.....	.....	.....	32	10 1/2
Power F-2 1/2	3	1/2	1	....	V	8	1 1/4	12 1/4	1 1/4	36	1 1/2	F	26 1/2	2	1/4	4	26 1/4	2	1/4	4	143	.....	.....	32	12
Power C-3 1/2	3	1/4	1 1/4	....	V	9	1 1/2	12	1 1/2	36	1 1/2	F	59	2 1/4	1/4	1	45	2 1/4	1/4	1	.....	.....	.....	36	12
Rainier R31-3/4	3	3/8	1	1/2	V	9	2	6	2	43 1/4	5/8	V	11	2 1/2	1/4	4	11	2 1/2	1/4	4	86 1/2	50 3/8	181	34	11 3/4
Rainier R29-1	3	1/2	1	1/2	V	9	2	6	2	43 3/4	5/8	V	11	2 1/2	1/4	4	11	2 1/2	1/4	4	96 1/2	57 5/8	190 1/4	34	10 1/4
Rainier R36-1 1/2	4	1/2	1	1/2	V	8	1 1/2	14	1 1/2	40	1 1/4	F	11 3/4	3 1/4	1/4	4	11	3 1/4	1/4	4	111	72 1/4	206 1/2	34	9 5/8
Rainier R28-2-2 1/2	4	1/4	1 1/4	1/2	V	9 1/2	1 1/2	14	1 1/2	42	1 3/4	F	20	2 1/4	1/4	4	20	2 1/4	1/4	4	124 3/4	80 1/2	225	33	9 5/8
Rainier R20-2 1/2-3	4	1/4	1 1/4	1/2	V	9 1/2	1 1/2	14	1 1/2	42	1 3/4	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	137 1/2	85 1/2	241 3/4	33	10
Rainier R25-3 1/2-5	4	1/4	1 1/4	1/2	V	9 1/2	1 1/2	14	1 1/2	42	1 1/4	F	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	157 1/2	91	263 7/8	37	8 3/4
Rainier R27-6-7	4	1/4	1 1/2	1/2	V	9 1/2	1 1/2	14	1 1/2	42	1 3/4	F	18	4	1/4	4	18	4	1/4	4	154 1/2	88	263 7/8	37	9 1/2
Red Ball	3	1/4	1 1/16	1/2	V	8	1 1/2	14	1 1/2	42	1 1/2	F	58	2 1/2	1/2	2	43	2 1/2	1/2	2	167 1/2	104 1/2	267	34	10 1/2
Reo F-2500 lbs	3	1/2	1	1 1/4	V	5 1/2	1	5 1/2	1	39 1/2	7/8	V	45 7/8	3	1/2	1	40 1/16	3	1/2	1	81 1/2	55 3/4	171	30	10 1/4
Rowe CDW-2 1/2	3	1/4	1 1/4	1/2	V	18	1 3/4	16	1 1/2	37	2	...	20	2 1/4	1/4	4	20	2 1/4	1/4	4	139 1/2	81 1/4	224 3/4	33	9 3/4
Rowe GSW-3	3	1/4	1 1/4	1/2	V	18	1 3/4	16	1 1/2	37	2	...	20	2 1/4	1/4	4	20	2 1/4	1/4	4	139 1/2	81 1/4	224 3/4	33	9 3/4
Rowe HW-4	3	1/4	1 1/4	1/2	V	18	1 3/4	16	1 1/2	37	2	...	22	4	1/4	4	22	3	1/4	4	163 1/2	99	249 1/2	36	9
Rowe FW-5	3	1/4	1 3/8	1/2	V	11	1 3/4	17	1 3/4	43	2	...	68	3	1/4	2	60	3	1/4	2	175 1/2	107 3/4	265	38 1/2	10 1/2
Ruggles 15-3/4	3	1/2	1	1/2	V	12 1/2	2	20	2	34 3/4	1 1/4	F	43 7/8	2	1/2	2	39	1 3/4	1/2	2	128	97 1/2	170	38 1/2	9 1/4
Ruggles 20R-1 1/4	3	1/4	1 1/4	1/2	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	48	2 1/2	1/2	2	46 5/8	2 1/4	1/2	2	96 5/8	55 3/8	186 3/4	34	11
Ruggles 20AR-1 1/4	3	1/4	1 1/4	1/2	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	48	2 1/2	1/2	2	46 5/8	2 1/4	1/2	2	104 1/2	65	194 3/4	34	11
Ruggles 40-2	3	1/4	1 1/4	1/2	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	47 1/2	2 1/2	1/2	2	33 1/4	2 1/2	1/2	2	134 1/4	75 1/2	224	34	8 1/4
Ruggles 40H-2 1/2	3	1/4	1 1/4	1/2	V	7 1/2	2	13 1/2	1 1/4	35	1 1/2	F	58	2 1/2	1/2	2	44	2 1/2	1/2	2	134 3/4	75 1/2	224	34	9 1/4

Replacement Table—Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING							FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	★ Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
Sandow G–1	3	1/4	1 1/4	1	H	9	2	7	2	38 3/4	3/4	V	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	96	.....	205	34	10 1/2
Sandow C–G–1 1/2	3	1/4	1 1/4	1	H	9	2	7	2	38 3/4	3/4	V	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	120	.....	.....	34	10 1/2
Sandow J–2 1/2	3	1/4	1 1/2	1 1/4	V	7	1 1/4	13	1 1/4	39	7/8	F	11 3/4	3 1/2	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	32	10 1/2
Sandow M–3 1/2	3	1/4	1 3/4	1 1/4	V	9	1 1/2	13	1 1/4	40	7/8	F	13 1/2	4	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	37	11
Sandow L–5													13 1/2	4	1/4	4	11 3/4	3 1/2	1/4	4	Opt	.....	.....	37	11
Sanford W15–1 1/2	3	1/4	1	1	H	9	2 1/4	11	1 1/2	40	5/8	V	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	120	71 3/4	205 3/4	32	11
Sanford 25–2 1/2	3	1/4	1 1/4	1 1/4	V	8	1 1/2	11	1 1/2	46	1 1/2	F	22 1/4	2 1/4	1/4	4	22 1/4	2 1/4	1/4	4	144	109 1/2	238	35	9 1/4
Sanford 35–3 1/2	3	1/4	1 1/4	1 1/4	V	9	1 1/2	11	1 1/2	46	1 1/2	F	55 3/4	4	1/4	4	55 3/4	2 1/2	1/4	2	144	97 1/2	244	35	8 11/16
Sanford 50–5	3	1/4	1 1/4	1 1/4	V	9	1 1/2	11	1 1/2	46	1 1/2	F	65	2	1/4	2	65	2	1/4	2	144	97 1/2	244	35	10 1/2
Saurer 5AD–6 1/2	4	1/4	1 1/2	1 3/8	V	6	1 3/8	10	1 3/8	47 1/2	1 1/2	F	.....	.....	.....	.....	.....	.....	.....	.....	Opt	Opt	Opt	33 1/2	10
Schacht H–1 1/2	3	1/4	1 1/4	2	H	4 1/4	1 3/4	15	1 1/4	38	1 1/4	F	33	2 1/2	1/8	1	48	2 1/2	1/8	1	.....	.....	.....	31	.....
Schacht G–2–2 1/2–3	4	1/4	1 1/4	2	H	18	2	14	1 1/4	40	2	F	8 1/4	3	1/4	4	13 1/2	3 1/4	1/4	4	.....	.....	.....	35 3/4	.....
Schacht G–4–5	4	1/4	1 1/4	2	H	18	2	14	1 1/4	40	2	F	8 1/4	3	1/4	4	15	4	3/8	4	.....	.....	.....	35 3/4	.....
Selden 30C	4	7/16	1	1 7/16	V	6	1 1/2	11 1/2	1 1/2	41	1 1/4	F	11 1/16	3 1/4	1/4	4	11 1/16	3 1/4	1/4	4	114	71	198 1/2	34	.....
Selden 50B	4	1/4	1	1 7/16	V	8 3/8	1 1/2	14 3/8	1 1/2	39 1/4	1 1/2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	136	82	227 3/4	34	.....
Selden 52	4	1/4	1 1/4	1 11/16	V	8 3/8	1 1/2	16 1/4	1 1/2	40 3/8	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	240	161	295	52	.....
Selden 53B	4	1/4	1 1/4	1 11/16	V	11 1/2	1 1/2	16 1/4	1 1/2	40 3/8	2	F	13	3 1/2	1/4	3	13	3 1/2	1/4	4	136	82	244	34	.....
Selden 70B	4	1/4	1 1/4	1 11/16	V	8 3/8	1 1/2	16 3/4	1 1/2	40 3/8	2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	155	91	253 1/16	37 1/2	.....
Selden 73B	4	1/4	.....	.....	V	9	1 3/4	14 3/4	1 1/2	40 3/8	2	F	.....	.....	.....	.....	.....	.....	.....	.....	155	91	.....	.....	.....
Selden 90B	4	1/4	1 1/2	1 11/16	V	7	1 3/4	16 3/4	1 1/2	40 3/8	2	F	17 11/16	4	1/4	4	17 11/16	4	1/4	4	153	89	256 1/16	37 1/2	.....
Service 25–1 1/4	3	1/4	1	1/4	V	12 1/2	1 3/4	13	1 1/4	32 3/8	1 1/2	F	20	1 3/4	1/8	4	20	1 3/4	1/8	4	106 3/4	65 3/4	203 1/2	32	9 1/4
Service 33–1 1/2	4	1/4	1	5/16	V	8	1 3/4	10	1 1/4	38	3/4	V	11	3	1/4	4	11	3	1/4	4	121	76 3/4	216 1/16	34	10 1/2
Service 42–2	4	1/4	1 1/4	5/16	V	10	2	10	1 1/4	38	3/4	V	11 3/4	3 1/4	1/4	4	11 3/4	3 1/4	1/4	4	117 3/4	81 3/4	216 1/16	34	10 3/4
Service 61–3	4	1/4	1 1/4	5/16	V	10	2	10	1 1/4	38	3/4	V	13 1/2	3 1/2	1/4	4	13 1/2	3 1/2	1/4	4	127 3/4	92 1/4	226 1/16	34	10
Service 81–4	4	1/4	1 1/4	5/16	V	10	2	11 1/2	1 1/4	40 3/4	3/4	V	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	144	100 1/2	245 11/16	38	8 1/2
Service 103–6	4	1/4	1 1/4	5/16	V	10	2	11 1/2	1 1/4	40 3/4	3/4	V	18	4	1/4	4	18	4	1/4	4	144	100 3/4	245 11/16	38	10
Standard 75–1 1/4	3	1/4	1	1 1/16	V	10 1/2	2 1/16	14 3/4	1 1/16	39 1/4	1 1/4	F	11 3/4	2 1/2	1/4	4	11 3/4	2 1/2	1/4	4	108	62 1/2	198	32	9 3/4
Standard 1 1/2 K–1–1 1/2	3	1/4	1	1 1/16	V	10 1/2	2 1/16	14 3/4	1 1/16	39 1/4	1 1/4	F	10 7/8	3	1/4	4	10 7/8	3	1/4	4	120	72 1/2	210	32	9 1/4
Standard 2 1/2 K–2 1/2–3	3	1/4	1 1/4	1 11/16	V	10	1 7/8	16	1 7/8	40 7/8	1 1/2	F	13 1/16	3 1/2	1/4	4	13 1/16	3 1/2	1/4	4	132	83	220 3/8	32	12
Standard 3 1/2 K–3 1/2–5	3	1/4	1 1/4	1 11/16	V	10	1 7/8	16	1 7/8	41 1/2	1 1/2	F	15 5/8	3 3/4	1/4	4	15 5/8	3 3/4	1/4	4	144	93 3/4	240	38	9 1/2
Standard 5K–5–7	3	1/4	1 1/2	1 11/16	V	8	1 7/8	3 1/2	1 7/8	42 3/4	1 3/4	F	17 11/16	4	1/4	4	17	4	1/4	4	144	93 3/4	244 1/2	38	9
Sterling 1 1/2	3	1/4	1 1/4	1/4	V	10	1 1/2	19	1 1/2	38	1 1/2	F	11 1/16	3 1/4	1/4	4	11 1/16	3 1/4	1/4	4	120	70	216	34	.....
Sterling 2	3	1/4	1 1/4	1/4	V	10	1 1/2	19	1 1/2	38	1 1/2	F	13 3/8	3 1/2	1/4	4	13 3/8	3 1/2	1/4	4	120	70	216	34	.....
Sterling 2 1/2	3	1/4	1 1/4	1/4	V	10	1 1/2	19	1 1/2	38	1 1/2	F	13 3/8	3 1/2	1/4	4	13 3/8	3 1/2	1/4	4	138	84	234	34	.....
Sterling 3 1/2	3	1/4	1 1/2	1/4	V	13 1/2	1 1/2	22	1 1/2	40 1/2	1 1/2	F	15 1/16	3 3/4	1/4	4	15 1/16	3 3/4	1/4	4	144	85	245	38	.....
Sterling 5–Worm	3	1/4	1 1/2	1/4	V	10	1 1/2	19	1 1/2	40 1/2	1 1/2	F	17 3/4	4	1/4	4	17 3/4	4	1/4	4	158	91	259	38	.....
Sterling 5–Chain E.H.D	3	1/4	1 1/2	1/4	V	10	1 1/2	19	1 1/2	40 1/2	1 1/2	F	56 11	3 1/2	1/4	2	29 11	4	1/4	1	158	97	259	38	.....
Sterling 5–Ch. E.L.D	3	1/4	1 1/2	1/4	V	13 1/2	1 1/2	22	1 1/2	40 1/2	1 1/2	F	56 11	3 1/2	1/4	2	29 11	4	1/4	1	158	97	259	38	.....
Sterling 7 1/2	3	1/4	1 1/2	1/4	V	10	1 1/2	19	1 1/2	40 1/2	1 1/2	F	56 11	3 1/2	1/4	2	29 11	4	1/4	1	158	97	259	38	.....
Stewart M15–1 1/4	3	1/8	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	41 3/8	2	1/8	2	22 3/4	2	1/8	1	99 1/2	.....	.....	38	.....
Stewart M9–1 1/2	3	1/8	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	48 1/2	2	1/8	2	8	5	1/8	2	119 1/4	.....	.....	32	.....
Stewart M7X	3	1/4	.....	1 1/16	.....	.....	.....	.....	.....	.....	.....	.....	50 3/8	2	1/8	2	8	5	1/8	2	132 3/4	.....	.....	32	.....
Stewart M10X	3	1/4	.....	1 5/8	.....	.....	.....	.....	.....	.....	.....	.....	60	3	1/8	2	8	5	1/8	2	138	.....	.....	32	.....
Super Truck 50	3	1/4	1 1/4	1 11/16	V	18 1/2	1 3/4	19	1 1/2	37 1/2	1 7/8	F	51 1/2	2 1/4	1/4	2	51 1/2	1 1/4	1/4	2	135	84	243	36	9 1/16
Super Truck 70	3	1/4	1 1/4	1 11/16	V	18 1/2	1 3/4	19	1 1/2	37 1/2	1 7/8	F	55 1/2	2 1/2	1/4	2	55 1/2	2 1/4	1/4	2	144	97 1/16	249	34	10 3/4
Super Truck 100	3	1/4	1 1/2	1 11/16	V	6	1 3/4	19	1 3/4	42	1 7/8	F	68	3	1/4	2	51 1/2	3	1/4	2	144	97 7/8	249	34	10
Traffic C–4000	3	1/4	1	1/4	H	10 1/16	2	10 1/16	2	41 1/4	1 1/4	F	43 1/2	2 1/2	1/4	2	38	1 3/4	1/4	2	120 3/4	67 3/4	213 3/16	42	10 3/16
Traffic 6000	3	1/4	1	1/4	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	52	3	1/4	2	47	2	1/4	2	120 3/4	69 3/4	213 3/16	34	11 3/16
Traffic Speedboy	3	1/4	1	1/4	H	10 1/2	2	10 1/2	2	41 1/4	1 1/4	F	43 1/2	2 1/2	1/4	2	38	1 3/4	1/4	2	86	53 1/16	174	34	11 3/16
Transport 15–1	3	1/4	1	1	H	10 3/4	2	13	2	40 5/16	1 1/4	F	48	2 1/2	1/4	2	46 5/16	2 1/4	1/4	2	98 1/16	57 5/16	188	34	10
Transport 26–1 1/2	4	1/4	1	1	V	9 1/4	2	13	1 1/4	34 1/16	1 1/4	F	48 1/2	2	1/4	2	46 1/2	1 1/2	1/4	2	113 7/8	70 1/4	201	34	10
Transport 36–2	4	1/4	1 1/4	1 1/4	V	10 3/4	2	16	1 1/4	33 1/2	2	F	10 1/4	3 1/2	1/4	2	46 1/2	1 1/2	1/4	2	120 1/4	72 3/4	210	34	11
Transport 61–3 1/2	4	1/4	1 1/4	1 1/4	V	9 1/4	2	16	1 1/4	33 1/2	2	F	11 7/8	3	1/4	4	48 1/2	2 1/2	1/4	2	127 3/4	78 1/16	218	34	11
Transport 75–5	4	1/4	1 1/4	1 1/4	V	12	2	16	1 1/4	35 7/8	2	F	11 7/8	3	1/4	4	58	2 1/2	1/4	2	150 1/2	93 1/16	251 1/16	36 1/2	10 1/2
Traylor B	4	1/4	1	.....	V	10	2	6	1 1/4	38	1	F	50	2	1/4	2	50	2	1/4	2	117	75	204 3/4	34	10
Traylor C	4	1/4	1 1/4	.....	V	12	2	12	1 1/4	36	2	F	50	2	1/4	2	50	2	1/4	2	122	73 1/2	218 3/4	34	10 1/2
Traylor D	4	1/4	1 1/4	.....	V	12	2	12	1 1/4	36	2	F	56 1/2	2 1/4	1/4	2	56 1/2	2 1/4	1/4	2	142	76	241 1/2	34	9 3/4
Traylor F	4	1/4	1 1/4	.....	V	14	2	14	1 1/4	37	2	F	59	2 1/2	.....	2	59	2 1/2	.....	2	165	92 1/2	273 1/4	35	11
Triangle AA–1	3	1/8	1	1	H	17	2	17	2	34	1	F	22 1/2	1 1/4	1/8	1	48	2 1/2	1/8	2	94	53	177	35	10
Triangle A–2	4	1/4	1	1	V	14	1 1/4	14 1/2	1 1/4	39 1/4	1 1/2	F	7 1/2	4	1/8	2	49	2	1/8	2	126	77 1/2	225	34	12
Triangle B–3	3	1/4	1 1/4	1 1/4	V	9	1 1/2	18	1 1/4	39 1/4	1 1/2	F	7 1/2	4	1/8	2	52	3	1/8	2	132	84 1/2	217 1/2	34	9
Triangle C–2 1/2	4	1/4	1	1	V	14	1 1/4	14 1/2	1 1/4	39 1/4	1 1/2	F	7 1/2	4	1/8	2	52	3	1/8	2	129	81	219 1/8	34	12
Union FW–2 1/2	3	1/4	1 1/4	1 1/4	V	20	1 3/4	19 1/2	1 1/2	37 1/2	2	F	27	4 1/2	1/4	1	52	3	1/4	1	133 1/2	77 3/4	224	32	11 1/2
Union H–4	3	1/4	1 1/4	1 1/4	V	20	1 3/4	19 1/2	1 1/2	37 1/2	2	F	56 3/4	3 1/2	1/8	1	32	4 1/2	1/8	1	157 1/2	.....	.....	34	.....
Union HW–4	3	1/4	1 1/4	1 1/4	V	20	1 3/4	19 1/2	1 1/2	37 1/2	2	F	27	4 1/2	1/4	1	24	4	1/4	2	157 1/2	98	264	34	13 1/2
United 25	3	1/4	1 1/4	1/8	V	10	2	13 1/2	2	32 3/4	1/4	F	48	2 1/2	1/8	2	46 5/8	2 1/4	1/8	2	91 7/8	53 5/8	182	33	9 3/4
United 30	3	1/4	1 1/4	1/8	V	10	2	13 1/2	2	32 3/4	1 1/2	F	48	2 1/2	1/8	2	46 5/8	2 1/4	1/8	2	115 5/8	75 5/8	206	33	10 1/2
United 35	3	1/4	1 1/4	1/8	V	10	2	13 1/2	2	32 3/4	1 1/2	F	47 1/8	2 1/2	1/8	2	33 1/4	2 1/2	1/8	2	115 5/8	76 1/8	206	33	9
United 50	3	1/4	1 1/4	1/8	V	10	2	13 1/2	2	32 3/4	1 1/2	F	47 1/8	2 1/2	1/8	2	33 1/4	2 1/2	1/8	2	115 5/8	80 5/8	226	33	8 1/2
United 60	3	1/4	1 1/4	1/8	V	10	2	13 1/2	2	32 3/4	1 1/2	F	57 1/2	2 1/2	1/8	2	42 1/2	2 1/2	1/8	2	132 5/8	80 5/8	226	33	8 1/2
United 80	4	1/8	1 1/4	1/8	V	8 3/8	2	13 3/4	1 1/2	42	2	F	60	3	1/4	2	60	3	1/4	2	141 5/8	81 1/4	237 5/8	34	9 1/16
U.S.U.–1 1/4	3	1/4	1	1/8	V	11 1/2	1 3/4	11 1/2	1 1/4	33	1 1/4	F	50 1/2	2 1/2	1/8	2	20	1 1/2	1/8	2	108	70	195	32	9 3/4
U.S.N.–1 1/2	3	M	1	1/8	H	11 1/2	2	9	1 1/4	37	1 1/4	F	50 1/2	2 1/2	1/8	2	46 1/2	1 1/2	1/8	2	120	82	211	34	11
U.S.N.W. 24–2	4	1/8	1	1/8	H	10 3/4	1 3/4	11 1/2	1 1/4	33	1 1/4	F	21	2 1/4	1/8	4	21	2 1/4	1/8	4	120	82	211	34	11
U.S.R.–2 1/2–3	3	1/8	1 1/4	1/8	V	10	1 1/4	10	1 1/4	35	1 1/4	F	21	2 1/4	1/8	4	21	2 1/4	1/8	4	144	94	241	34	9 1/4
U.S.S.–3 1/2–4	3	1/4	1 1/4	1/4	V	9	1 1/2	8	1 1/2	37	1 1/4	F	21	4	1/4	4	21	3	1/4	4	156	104	258	36	9
U.S.T. 5–7	4	1/4	1 1/2	1/4	V	15	2	13	1 1/2	38 3/4	2	F	62	3	1/4	4	33	4	1/4	1	168	103	278	36	10 1/2
U.S.S. Spec. 4–5	3	1/4	1 1/4	1/4	V	9	1 1/2	8	1 1/2	37	1 1/4	F	21	4	1/4	4	21	3	1/4	4	156	104	258	36	....
Wachusett S–1	3	1/4	1 1/4	1/4	V	9 1/2	1 1/4	11	1 1/4	31 1/2	1 1/4	F	11 1/4	2 1/2	1/4	2	11 1/4	2 1/2	1/4	2	115	74	212	33	.....
Wachusett J–1 1/2	4	1/4	1 1/4	1/4	V	10	1 1/2	10 1/2	1 1/2	36	1 1/16	F	11	3	1/4	2	11	3	1/4	2	121	76	212	33	.....
Wachusett K2	4	1/4	1 1/4	1/4	V	11	1 1/2	11	1 1/2	40 1/2	1 1/16	F	11 3/4	3 1/4	1/4	2	11 3/4	3 1/4	1/4	2	145	78	240	33	.....
Wachusett L2 1/2	4	1/4	1 1/4	1/4	V	10	1 1/2	11	1 1/2	41 1/2	1 1/16	F	13 1/2	3 1/2	1/4	2	13 1/2	3 1/2	1/4	2	144	94	241	33	.....
Walker 12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	2 1/2	1/4	8	72	.....	.....	32	.....
Walker 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45 1/2	2 1/2	1/8	2	16	2	1/8	4	90	.....	.....	32	.....
Walker P–3 1/2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53 1/4	3	1/4	2	19 1/4	2 1/2	1/4	4	140	.....	.....	35	.....
Walker N–5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53 1/4	3	1/4	2	19 1/4	2 1/2	1/4	4	162	.....	.....	35	.....
Walker 22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45 1/2	2 1/2	1/8	2	16	2	1/8	4	99	.....	.....	32	.....
Walker 42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53 1/4	3	1/4	2	19 1/4	2 1/2	1/4	4	120	.....	.....	32	.....
Walker Johnson L–1 1/2	3	1/4	1 1/4	1 11/16	V	7	1 1/4	6	1 1/4	36	1 1/4	F	11 1/2	3	1/4	4	11 1/2	3	1/4	4	111 1/2	69	206	32	10
Walker Johnson B–3	3	1/4	1 1/4	1 11/16	V	7	1 1/2	5	1 1/2	36	1 1/4	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	133	74 1/2	223	32 1/16	10 1/16
Walter F	3	1/4	1 1/2	2	V	10	1 1/2	18	1 1/2	39	1 1/2	F	30	5	1/4	4	57	2 1/2	1/4	2	Opt	.....	.....	36	14
Ward LaFr'e 2B–2 1/2–3 1/2	3	1/4	1 1/4	1 1/2	V	7	1 1/2	16	1 1/2	41 1/2	1 1/2	F	13	3 1/2	1/4	4	13	3 1/2	1/4	4	137 1/2	.....	.....	33	.....
Ward LaFrance 4A–3 1/2–5	3	1/4	1 3/4	1 3/4	V	8 1/2	1 1/2	18	1 1/2	41 1/2	1 1/2	F	15 1/2	3 3/4	1/4	4	15 1/2	3 3/4	1/4	4	170 1/16	.....	.....	37	.....
Ward LaFrance 5A–5–7	3	1/4	1 1/2	1 3/4	V	9 1/4	1 1/2	18	1 1/2	41 1/2	1 1/2	F	18	4	1/4	4	18	4	1/4	4	170 1/16	.....	.....	37	.....

"The I-Beam Type of Wheel Was the Strongest and Most Resilient Metal Wheel Tested"

From Report of the U. S. Bureau of Standards Tests, S. A. E. Journal, August, 1924

THIS is the conclusion arrived at by the U. S. Bureau of Standards from a series of Laboratory Strength-Tests recently conducted by them on six different types of motor truck wheels. The tests were designed to cover the essential requirements of motor truck wheels in severe service.

Other extracts from the S. A. E. Journal report of the tests follow:

> *"This wheel had the highest proportional limit."*
>
> *"The proportional limit is of relatively greater importance than the ultimate strength because, if the wheel is stressed above the proportional limit, the wheel becomes permanently deformed, and this would tend to render the wheel unserviceable."*
>
> *"The resiliency and the resiliency per pound were higher for the I-beam type of wheel than for any other metal wheel; to resist side thrust or skid, this wheel is the strongest and most resilient."*

At the end of these severe tests, the Bethlehem Wheel was the only wheel not permanently deformed and the only one that could be reconditioned and put back in service.

The results of these tests are unbiased evidence that the Bethlehem Rolled Steel Truck Wheel possesses to a greater degree than any other type of wheel the qualities that give prolonged service.

BETHLEHEM STEEL COMPANY, *General Offices:* BETHLEHEM, PA.

Sales Offices in the following cities:

New York, Boston, Philadelphia, Baltimore, Washington, Atlanta, Buffalo, Pittsburgh, Cincinnati, Cleveland, Detroit, Chicago, St. Louis, San Francisco

BETHLEHEM
ROLLED STEEL TRUCK WHEELS

Full report of Bureau of Standards tests will gladly be sent on request, together with a copy of our new catalog showing improved designs of truck wheels.

Replacement Table – Continued

NAME, MODEL AND TONNAGE	ENGINE												BRAKE LINING								FRAME				
	Piston Rings		Carburetor			Upper Hose		Lower Hose		Fan Belt			Service				Emergency				Length			Width	
	No. per Cyl.	Width	Outlet Diameter	Inlet Diameter	Vertical or Horizontal	Length	Width	Length	Width	Length	Width	Type	Length	Width	Thickness	No. of Pieces	Length	Width	Thickness	No. of Pieces	Back of Driver's Seat	Driver's Seat to Center of Rear Axle	Over All	Over All	Clearance at Lowest Point of Chassis
White 15A–Taxi	3	1/4	1	11/16	V	7 1/4	1	6 1/2	1 1/4	38	1 1/4	F	46	2 1/2	3/16	2	41 1/16	2 1/2	3/16	2	55 1/4	43 1/2	149 1/4	34	8 1/2
White 15–¾	3	1/4	1 1/16	1 11/16	V	7 1/4	1	6 1/2	1 1/4	38	1 1/4	F	46	2 1/2	1/16	2	41 1/16	2 1/2	1/16	2	85 1/2	08	179	34	10 1/2
White 15–45–¾	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	40 5/8	2	F	53 7/8	2 1/2	1/16	2	50 7/8	2 1/2	1/16	2	85 3/8	57 7/8	189	34	10 1/2
White 20–2	3	1/4	1 1/16	1 11/16	V	7 1/4	1	7 1/4	1 1/4	38	1 1/4	F	55 1/2	3 1/2	1/4	2	50 7/8	3 1/2	1/16	2	146	92 1/2	239 1/4	34	9 1/2
White 20–D–2	3	1/4	1 1/16	1 11/16	V	7 1/4	1	7 1/4	1 1/4	38	1 1/4	F	55 1/2	3 1/2	1/4	2	50 7/8	3 1/2	1/16	2	98	70	191 1/2	34	9 1/2
White 20–45–2	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	40 5/8	2	F	113/8	4	1/16	4	50 7/8	3 1/2	1/16	2	107 1/2	82	214 1/4	34	9 1/2
White 50A–Bus	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	113/8	4	1/16	4	50 7/8	3 1/2	1/16	2	168	112	274 3/4	74*	10 1/2
White 40–3½	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	113/8	4	1/16	4	25 7/8	5	1/16	4	164	106 1/2	267 1/2	42 1/2	10 3/4
White 40–D–3½	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	113/8	4	1/16	4	25 7/8	5	1/16	4	118	88 1/2	222 1/2	42 1/2	10 3/4
White 45–5	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	113/8	5	1/16	4	25 7/8	5	1/16	4	164	106 1/2	267 1/2	42 1/2	10 3/4
White 45–D–5	3	1/4	1 1/16	2	V	13 1/2	1 1/2	12	1 1/2	45 3/4	2	F	113/8	5	1/16	4	25 7/8	5	1/16	4	119	88 1/2	222 1/2	42 1/2	10 3/4
Wilcox AA–1	3	1/4	1	....	....	....	....	....	....	....	....	....	47 1/16	2 1/2	1/16	2	33 1/4	2 1/2	1/16	2	96	.....	.....	34	.....
Wilcox B–1½	3	1/4	1 1/4	....	....	....	....	....	....	....	....	....	47 1/16	2 1/2	1/16	2	33 1/4	2 1/2	1/16	2	132	.....	.....	33	.....
Wilcox C–2½	3	1/4	1 1/4	....	....	....	....	....	....	....	....	....	57 1/2	2 1/2	1/16	2	42 1/2	2 1/2	1/16	2	141	.....	.....	33	.....
Wilcox E–3½	3	1/4	1 1/4	....	....	....	....	....	....	....	....	....	57 1/2	2 1/2	1/4	2	42 1/2	2 1/2	1/4	2	156	.....	.....	33	.....
Wilcox F–5	3	1/4	1 1/2	....	....	....	....	....	....	....	....	....	69 3/8	3 1/2	1/4	2	52	3 1/2	1/4	2	148 1/2	.....	.....	36	.....
Witt-Will P–2	3	1/16	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	31	1 1/4	F	48	3 1/4	1/4	4	48	3 1/4	1/4	4	.....	78	223	32	10
Witt-Will SS–3	3	1/16	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	41	1 1/2	F	52	3 1/2	1/4	4	52	3 1/2	1/4	4	156	108	242	32	10
Witt-Will N–1½	3	1/16	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	31	1 1/4	F	48	3 1/4	1/4	4	48	3 1/4	1/4	4	137	78	226	32	10
Witt-Will S–2½	3	1/16	1 1/4	1 1/4	V	8	1 1/2	12	1 1/4	41	1 1/2	F	52	3 1/2	1/4	4	52	3 1/2	1/4	4	137	78	226	32	10
Yellow Cab M22	3	1/8	1	1 1/16	V	8 1/4	2	10 1/8	2	38 1/2	5/8	V	49	2 1/2	1/4	2	45	2 1/2	1/4	2	60	.....	.....	43	.....
Yellow Cab M42–1¼	3	1/16	1	1 1/16	V	8 1/4	2	10 1/8	2	38 1/2	5/8	V	21 3/4	3	1/4	4	11	3	1/4	2	92	.....	.....	32	.....
Yellow Cab Express T1	3	1/16	1	1 1/16	V	9 1/2	2	9 1/2	2	39 1/4	3/4	V	21 3/4	3 1/2	1/4	4	11 1/2	2 1/2	1/16	2	94 7/8	61 1/4	181 3/8	34 1/2	.....

Statement of Ownership, Management, Circulation, Etc.

Required by Act of Congress of August 24, 1912

Of COMMERCIAL CAR JOURNAL published monthly at Philadelphia, Pa., for October 1, 1924

State of Pennsylvania,

County of Philadelphia, ss.:

Before me, a Notary Public in and for the state and county aforesaid, personally appeared C. A. Musselman, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the COMMERCIAL CAR JOURNAL, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication, for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form to wit:

1. That the names and addresses of the publisher, editor, managing editor and business manager are:

   Publisher, CHILTON COMPANY, Chestnut and 56th Sts., Philadelphia, Pa.

   Editor, C. A. Musselman, Merion, Pa.

   Managing Editor, Albert G. Metz, South Ardmore, Pa.

   Business Manager, C. A. Musselman, Merion, Pa.

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3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders, who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and that this affiant has no reason to believe that any other person, association or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

C. A. MUSSELMAN,
Business Manager.

Sworn and subscribed before me this 26th day of September, 1924.

(Seal) Arthur L. Stoner.

(My commission expires March 6th, 1927.)

Ford Engine Changes

Minor changes in the pistons and camshaft of the Model T engine have been announced by the Ford Motor Co. The new piston, known as the light design, is being used in both production and service. It differs from the old type by having thinner side walls and smaller bosses and holes for piston pin bushings. The change in design reduces the weight of the piston to about 1¾ lbs. To meet service requirements the piston is furnished in Standard and four oversizes as follows: .0025, .005, .031, .033 in. In order to provide service dealers will have to carry the old and new type pistons and piston pin bushings. This is made necessary by the fact that where the replacement of but one piston is necessary, it will be necessary to supply the old type to maintain proper balance. The light design parts may be used for sets.

On the camshaft, the length of No. 1 exhaust cam has been increased from 7/8 to 1 1/16 in. and the front camshaft bearing has been reduced in proportion. The new bearing differs from the old in that the notch and 30 deg. chamber on the rear end of the latter has been eliminated. Due to the decreased distance between No. 1 cam and the flange on the new type shaft, when selling a camshaft front bearing, it will be necessary to ascertain whether the car in which it is to be installed is equipped with the old or new type camshaft. The old style camshaft will be discontinued as soon as present service stocks are exhausted.

Correction

Erroneous mention as to the correct carrying capacity of the new Selden Pacemaker was inadvertently made in the October issue of the Commercial Car Journal, Page 63. In the article it was stated that the new bus was a 14-passenger job, which is wrong. The Selden Pacemaker is a 17-passenger bus.

VANISHED ACHES!

ACHING fingers, aching arms, aching shoulders, aching back! Why *should* steering be so hard? *Can't* the shocks of the road be kept out of the driver's arms, shoulders and back? *Yes!* Ross is doing it with the Cam and Lever Steering Gear—a real achievement in automotive engineering.

Write for details

Ross Gear and Tool Company, *760 Heath Street,* **Lafayette, Indiana**

ROSS

CAM *and* LEVER STEERING GEARS

EASIER STEERING LESS ROAD SHOCK

Graham Offers New One-Ton Truck and Bus Chassis

GRAHAM BROTHERS are now in production on a new 130-in. wheelbase, one-ton capacity truck chassis, priced at $1,175 and on a bus chassis in 140 and 158-in. wheelbase lengths listing respectively at $1,550 and $1,640. The 1½-ton capacity chassis is continued in 140 and 158 in. lengths, the respective prices being $1,375 and $1,425.

The new truck chassis has a gross load capacity, including cab and body, of 2750 lbs. and a speed rating of from 25 to 30 m. p. h. The engine, which is three-point suspended, is the standard Dodge Brothers unit with 3⅞ in. bore and 4½ in. stroke. The lubrication system is a pressure-splash type with the pump driven through helical gears from the crankshaft. Cooling water is circulated by centrifugal pump. Fuel is carried in a 12½ gal. tank located under the driver's seat and is fed to the carburetor by a Stewart vacuum system. Electrical equipment includes a North East distributor with automatic advance and a 12-volt starter-generator unit.

Clutch and transmission are mounted in unit with power plant. The former is a dry multiple disk type and the latter a three-speed, selective unit. Power is transmitted through a tubular propeller shaft with metallic universal joints at either end. The construction at this point differs from the 1½ ton chassis which has a two-piece propeller shaft with three universals and is centrally supported from a frame cross member.

The rear axle is semi-floating type with helical bevel gears providing a reduction of 5.1 to 1. It is similar to that used in the 1½ ton model except that, instead of having the pinion shaft mounted in a separate member which bolts to the axle housing, it has this shaft supported by the differential carrier. As in the larger axle, this shaft is straddle mounted in ball bearings and the axle shafts are supported by taper roller bearings at both ends.

The frame side rails are flat and have a depth of 6 in. and a thickness of 3/16 in. Semi-elliptic springs of alloy steel are used front and rear. The steering gear is a worm and wheel type with 17 in. steering wheel. Wheels are of the artillery type with wood felloes and are fitted with 33 by 5 in. pneumatic tires on demountable rims.

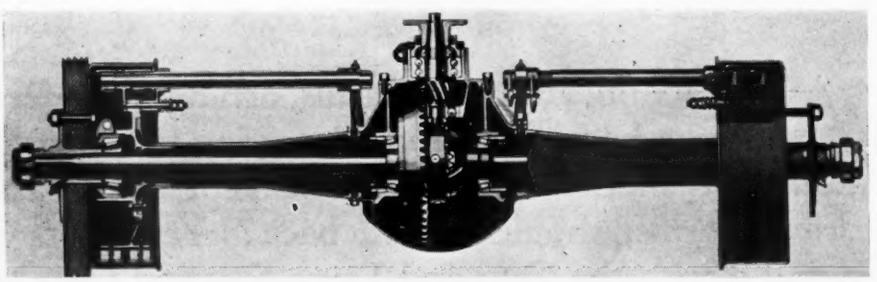
Both service and emergency brakes act internally on 16 in. drums at the rear wheels. The brake bands, which are located side by side in the drums, are each 2 in. wide and the linkages operating them are arranged so that either set may be used for service and the other for emergency. This is an advantage from a maintenance standpoint, for when one set has been worn down in use as service brakes, the linkages may be interchanged and the other set, which has received comparatively little use as emergency brakes, may be used for service.

The brake shafts are supported at their outer ends in the brake covers and at their inner ends by brackets bolted to the axle housing, graphite impregnated bronze bushings being fitted at both points. The outer set of brakes are operated by a shaft located inside of a tubular shaft which operates the inner set. The levers on the corresponding shafts are connected by equalizer bars. The pedal and hand lever are linked to idler levers supported by brackets on a frame cross member by rods, and these levers are in turn connected to the equalizer bars by rods provided with turnbuckles. When it is desired to interchange the brakes, it is simply necessary to reverse the connection of the latter rods to the equalizer bars.

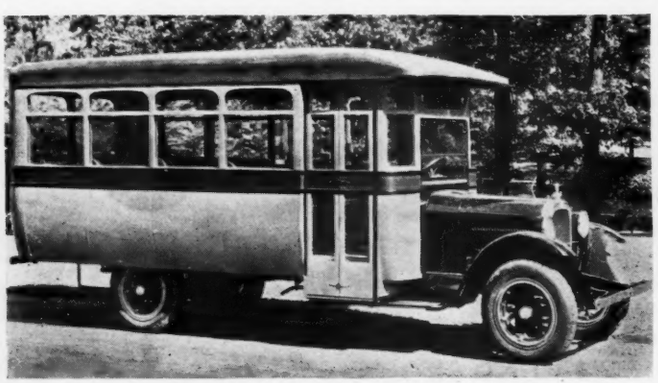
Equipment on this chassis includes flat back shroud with pressed steel instrument carrier; instrument board with speedometer, oil gage, locking ignition and lighting switch, ammeter and carburetor dash control; front and rear fenders, full length running-boards and splash shields; front bumper; tire carrier and rim under rear of frame; electric horn; tools; grease gun; electric head lamps with dimmer, combination tail and stoplight and dashlight. Nicker radiator shell and disk wheels are optional equipment at additional cost.

Five bodies are furnished on the 1-ton chassis. They have wooden framework with steel panels and are finished in gray Duco. Prices are as follows: Express, $1,345; Stake, $1,385; Canopy, $1,380; Screen, 1,415; Panel, $1,445. These prices are with open cab, the closed type being furnished at an additional cost of $30.

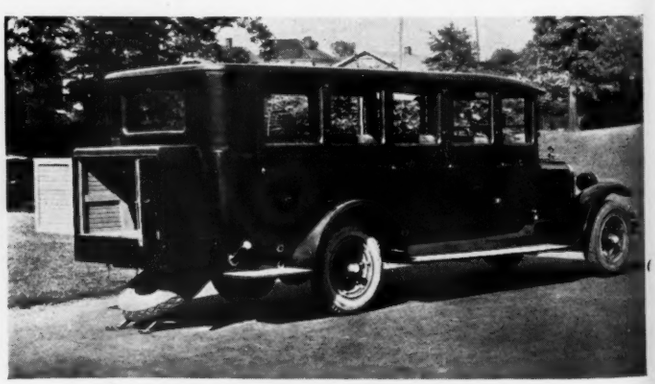
The bus chassis closely resembles the 1½ ton truck. It has special rear springs which are more resilient than those used in the truck. Steel spoke wheels and 32 x 6 in. pneumatic tires on demountable rims are regular equipment. The gas tank is hung from the frame at the rear instead of being carried under the driver's seat as in the truck. Full length running-boards and splash guards are also furnished on this model and power tire pump, nickel radiator and spring bumper are included in its equipment. An option between the standard 6.3 to 1 rear axle reduction and a 5.5 to 1 reduction is also offered on the bus chassis. The top of the frame is flat and is 26 in. off the ground. Prices and body styles offered with this chassis follow: 140-in.



Semi-floating Rear Axle Used in Graham Bros. 1½ Ton Truck and in Bus Chassis. The Internal Brakes Are a New Feature



Seventeen-passenger Street-car Type



Twenty-passenger Graham Sedan Bus

HERE!

the NEW ACME Flyer

This announcement of the new Acme Flyer is of great interest to dealers. The Acme Flyer has come to accomplish great things for itself, and for the men who will represent it. No other light truck is built so perfectly to meet the rising tide of preference for a low-price truck of high-grade units.

The new Acme Flyer's specifications, from its 50 h.p. Continental motor, giving it a speed of over 35 miles per hour, to its electric starting, lighting and generating system, are all that can be asked for by discriminative prospects.

Truck sales hinge on quality and price—the new Acme Flyer has both. That is why it is making a name for itself now everywhere.

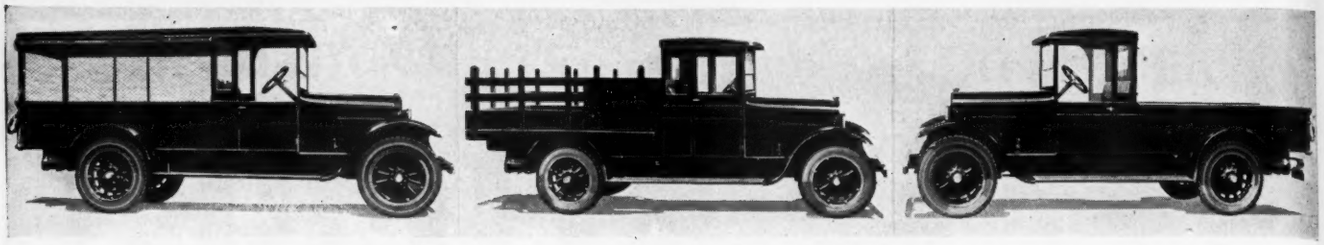
We urge you to write us for full specifications of the Acme Flyer and details on the Acme Franchise—the squarest contract between dealer and manufacturer we know how to draw up. Your territory is probably open *today*. A wire would be even better than a letter.

ACME MOTOR TRUCK COMPANY

537 Mitchell Street **CADILLAC, MICHIGAN**

ACME
THE TRUCK OF PROVED UNITS

Trade-Mark Registered U. S. and Other Countries



Three of the Five Body Types Furnished on the New One-Ton Graham. Screen Side Body; Stake Body and Express With Open Cab

wheelbase, 13-pass. sedan, $3,340. 158-in. wheelbase, 17-pass. p.a.y.e., $3,390; 17-pass, sedan, $3,640; 20-pass. p.a.y.e., $3,290.

The sedan bodies have a wood framework with steel panels below the belt line and black Fabrikoid above. The roof is of the soft type with Fabrikoid covering. The seat and back cushions are upholstered in black leather with a glossy finish. All other interior surfaces are finished in black Fabrikoid below the belt and gray above. The windshield is a two-piece ventilating type and the side windows are of the frameless type sliding in felt channels and operated by regulators. The electrical equipment includes push bottoms at each seat for signalling the driver and two dome lights. A large exhaust heater is installed under the second seat and there are three ventilators in the roof. The finish on these bodies is dark blue Duco.

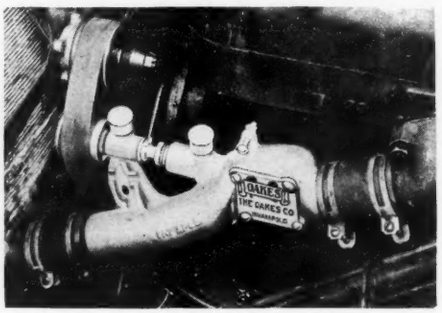
The layout of the 13 and 17-passenger sedan is substantially the same except that in the latter the rear compartment is fitted with a seat and is reached through a division in the fourth seat. A baggage compartment of the trunk type with full width doors is built into the rear of the body, use being made of the space under the rear seat. In addition to this compartment, there is space under the second, third and fourth seats for the storage of small parcels. This body is fitted with a nickel-plated rear bumper. Seats are arranged crosswise.

Entrance to the 17 and 20-passenger street car type buses is through double folding doors at the driver's right. The upper panels of these doors are of clear glass and the lower of wire glass. In the smaller body, there are three double seats on each side of a center aisle with full width rear seat. The seats have deep cushions with leather upholstery. The aisle width is 16 in. between cushions and 20 in. between seat backs. An emergency door, operated from the inside only, is provided at the left side of the body at the rear. Windows are mounted in felt channels and are operated by counterbalanced regulators. Screen window guards are provided along the sides of the body and are mounted so that they are easily removable for cleaning. Guards are also provided for the rear windows. Electrical equipment includes red and green running lights above windshield, route sign with lamps all enclosed in a case convenient to the driver, headlamps with dimmer, four dome lights and combination tail and stop light. Advertising racks are provided above the windows on each side and across the back. Flush type exhaust heaters are installed front and rear. The top is made of tongue and groove slats, coated with white lead and covered with duck.

Internal emergency and service brakes are now used on the 1½ ton truck chassis as well as on the bus model.

The Oakes Water Pump for Fords

The Oakes Company, manufacturers of radiator cooling fans, spare tire carriers, spare tire and wheel locks, announces as its latest product the Oakes water pump for Ford cars and trucks. Ever since its establishment in 1910 the Oakes Company has devoted itself to the study of engine cooling problems and the new pump is based on this experience.



Oakes Water Pump for Fords

The Oakes pump for Fords is supported between the regular Ford hose connections and operated by the Ford fan belt. It gives to the Ford thermo-syphon cooling system the advantage of increased water velocity throughout the entire cooling system, thus keeping the engine at an efficient operating temperature — warm enough in winter and not too hot in summer.

The Oakes pump is easily accessible and quickly installed and every part is readily accessible. It requires no attention other than a turn of the grease cups once a month.

Rainier Trucks, Inc., Succeeds Old Company

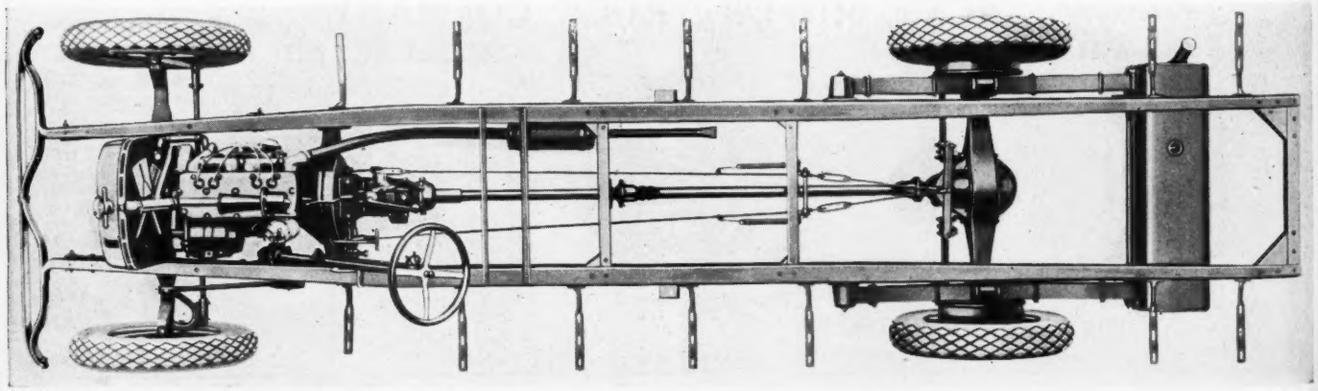
Rainier Trucks, Inc., will succeed the Rainier Motor Corp. under a reorganization plan worked out by the creditors' committee, taking over the property of the truck concern, excepting inventories and accounts receivable.

A new mortgage for $135,000 covering the plant and equipment only has been given by the new company to the Chatham and Phoenix National Bank. It is stated that the notes of the old company held by merchants and creditors will be renewed as they fall due.

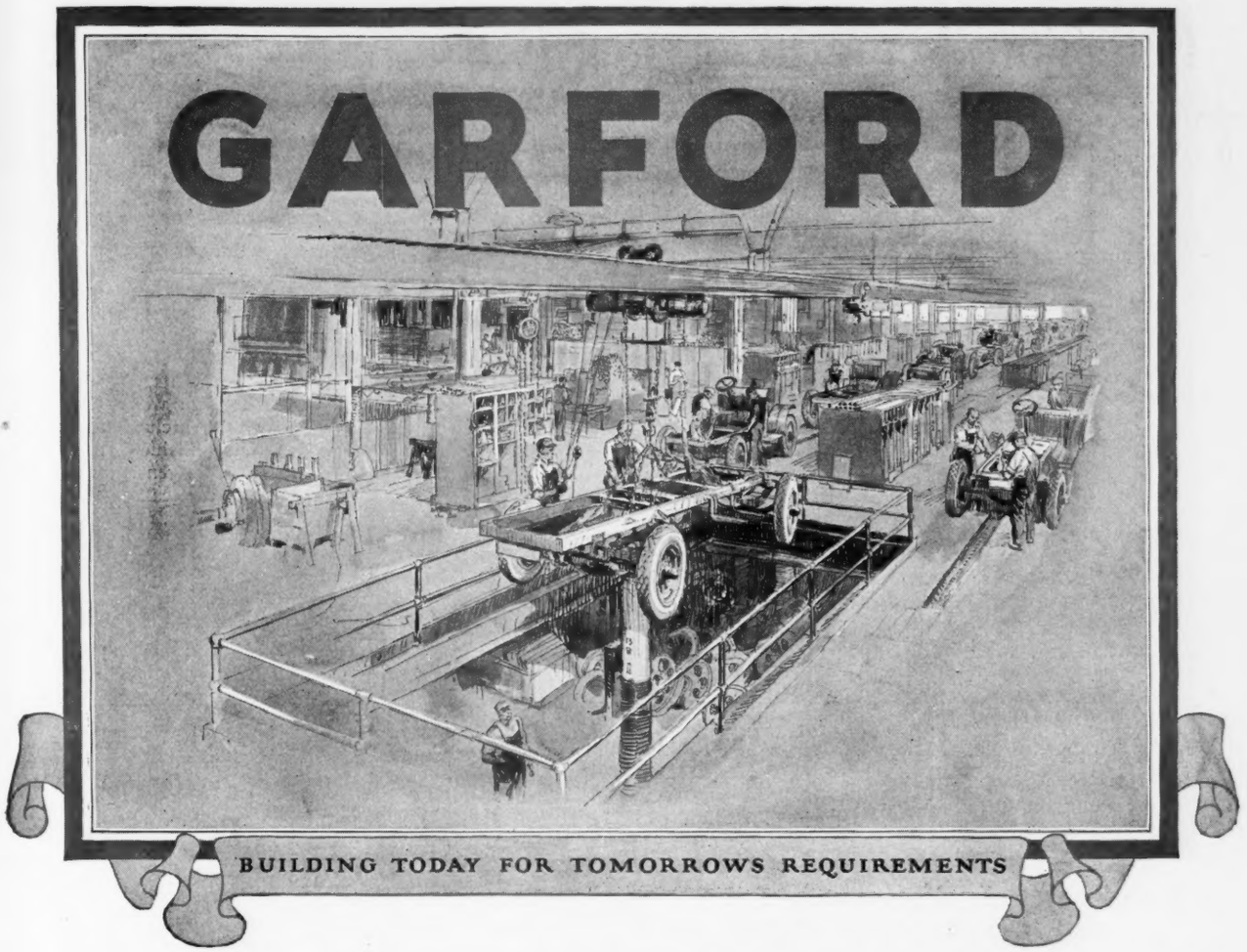
Old officers and directors have resigned and the following directors have been recommended for election by the creditors' committee: A. E. Parsons, Lemore Carbaugh, C. A. Dana, Eleanore P. Keating, Charles H. Wheelock, W. D. Zahrt and Francis P. Conheeny.

Change in Address

Smalley Accessories Co., formerly at 5119 Lake Park Ave., Chicago, Ill., has moved into its new headquarters, 2223 Cottage Grove Ave.



The New Graham Brothers Chassis. Note the New Brake Layout and Long Rear Springs



THE long life of Garfords—the freedom from expensive, time taking repairs has been the subject of much comment among tradesmen. The reason for this record is no secret—it is the result of clear cut ideals, well coordinated.

THE ORGANIZATION *assures uninterrupted service.*

Garford believes in looking ahead for the transportation needs of tomorrow.

With resources of over $10,000,000 and an aggressive management, consistent advancement is assured. Every member of the executive staff is imbued with this spirit of progress.

Direct factory branches, distributors, dealers and representatives in principal cities give nationwide distribution. Garfords are operated in 46 foreign countries.

THE FACTORY—*Capacity 700 trucks monthly.*

Covers 35 acres, 10 acres under roof, and comprises fifty individual manufacturing and service rendering departments, including plants for gear cutting, thread cutting, drop forging, heat treating, coach building and progressive assembly.

THE LINE *meets every hauling need.*

While all models are built to minimize need for replacement, each part is readily accessible, permitting quick repairs at low cost. Trucks 1 to 7½ tons. Busses 15 to 35 passengers capacity in four and six cylinder models. And Garford instantaneous service is available for owners everywhere.

If you are interested in trucks or busses from any standpoint, communicate with us.

The GARFORD MOTOR TRUCK COMPANY, Lima, Ohio

Beginning in 1902, Garford is now among the eight leading companies manufacturing 78 per cent of the bona-fide trucks

Busses 15 to 35 passengers

Trucks 1 to 7½ tons

One-Ton Acme Flyer Just Out

THE latest contribution of the Acme Motor Truck Co., Cadillac, Mich., is a new one-ton light truck, the Acme Flyer. This light commodity transportation unit was designed to combine high speed, long wear and low cost.

Attention has been given to pleasing appearance. The closed cab is equipped with wide, accessible doors. An express body following general standard practice has also been designed with a canopy to fit it.

The power plant is a Continental model S4, with a bore of 4¼ in. and stroke of 4½in. S. A. E. horsepower is rated at 28.9, while the brake horsepower is 50 at 2200 r. p. m. This provides ample power for a speed of 35 m. p. h.

The wheelbase of the Acme Flyer is 130 in. and the turning radius is 20 ft. The frame length back of the driver's seat measures 97 in. with a 189 in. overall length. The top of the frame is 27½ in. from the ground, while from the floor of the express body setting between the wheels to the ground is approximately 30., which gives a low center of gravity. The length of the body ranges from 86 in. to a maximum of 108 in.

The frame of the Acme Flyer is of pressed steel semi-flexible, with a width back of the seat of 34 in. Springs are bronze bushed. Brakes are internal expanding and external contracting.

The front axle consists of a solid drop-forged I-beam section. The rear axle is a heavy, full-floating, bevel-gear drive type, with a gear ratio of 5.1 to 1. Taper roller bearings are used throughout.

A Brown-Lipe selective type sliding gear transmission mounted in unit with the engine has been used. It provides 3 speeds forward and 1 reverse. The drive is the tubular, one-piece type, with two heavy universal joints.

The radiator is of the pressed-steel type, with a cellular core. Wheels are steel, 30 x 5 front and rear, taking 30 x 5 pneumatic cords.

Alemite system of lubrication is used throughout, and electric lights, starter and generator are included as standard equipment. Specifications of the other units consist of battery ignition with induction coil and distributor and Zenith carburetor.

Atterbury Announces New Heavy-Duty Speed Model

Atterbury announces another fast model following closely in the wake of the previously announced Highway Express. The new job is a high-speed, seven-shift, 5 to 7-ton, heavy-duty model, christened the Highway King.

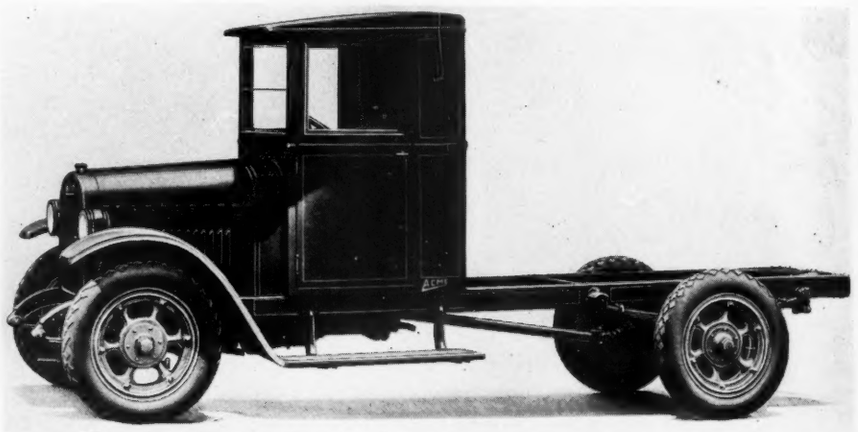
A special seven-speed, two-range, Brown-Lipe transmission gives it a maximum road speed of 16.5 m. p. h. This high speed, combined with a large reserve of pulling power, is provided by a 5 x 6-in., B-7 Continental engine, working through a total available gear ratio of 110.7 to 1.

J. R. Spraker, Vice-President and General Manager of the Atterbury Motor Car Co., Buffalo, N. Y., in commenting on the new features of this model, stated that it was designed to establish a new standard of economy in the field of heavy hauling. For example, reduction of the number of non-productive hours consumed by empty return trips, is made possible by the extra speed. More pay loads per day are possible.

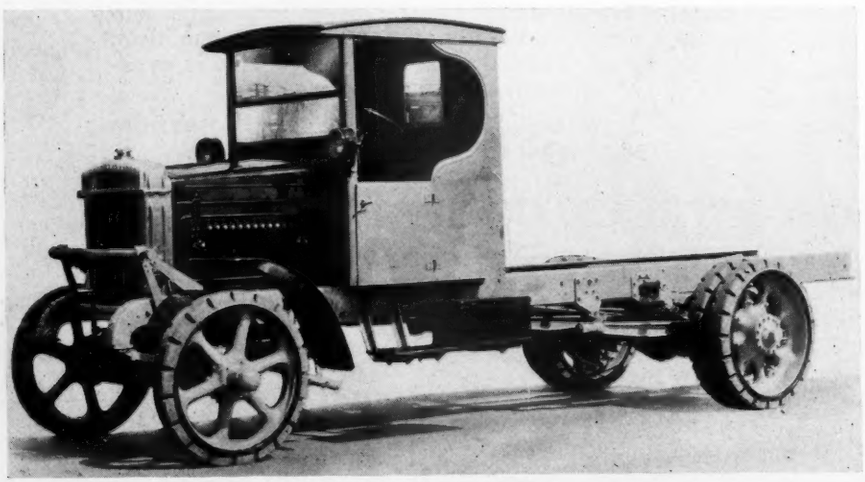
Among the power-plant features are full pressure feed lubrication, removable cylinder head, Zenith carburetion and high-tension magneto for independent ignition. The special five-point universal engine suspension employed in mounting the engine is stated to give complete protection against the transmission of any twisting road strains.

Drive is through a Brown-Lipe, multiple-disk clutch, operating without oil, Spicer universal joints, tubular propeller shaft and a Timken worm-drive axle.

The equipment includes enclosed cab with doors and windshield, complete electric lighting system, generator and storage battery, Alemite lubrication, vacuum gasoline feed and over-size, non-skid tires. The price, including everything except body and tax, is $5350.



Latest Addition to the Acme Line. It is Known as the Acme Flyer and is of One-Ton Capacity



The New 5 to 7-Ton Heavy-Duty Atterbury Highway King

New Six-Wheeler Will be Built in Oakland, California

Arthur H. Lacey and C. M. Crosson have developed a new type of six-wheel bus chassis which will be manufactured by Peerless Stages, Inc., in their new plant which is to be erected in Oakland, Cal.

This new chassis drives and breaks on all four rear wheels. The wheels are free to rise or fall in following the contour of the road without distorting the springs or any other parts, the wheels at all times running true to the direction of travel. The driving unit is of the spiral bevel gear type consisting of three sub-assemblies or differentials. These driving units are supported directly on the main frame. The four driveshafts are each equipped with a universal joint.

Merger Plans Approved

The proposed consolidation of the American Bosch Magneto Corp. and Gray & Davis has been approved by the shareholders of the latter company, who will exchange their stock for shares in the Bosch Company. This action was taken at a special meeting held today.

THE COMMERCIAL CAR JOURNAL

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I cut their cleaning costs in half —but I didn't stop there!

By an Oakite Service Man

This Advertisement is one of a series based on actual occurrences at ——

"ON a straight test of material against material—Oakite put the job through in 8 minutes as compared with the best time of 17 minutes with material they had been using.

"But I didn't stop there. I studied every move in connection with the cleaning work, and finally suggested a change which avoided double handling of the parts between sorting bench and varnish room, and thus resulted in still further reducing the cleaning time.

"Now they clean each batch of small steel stampings in just 3 minutes. Not a trace of the stamping oil remains. In former practice the stamping oil was not entirely removed and had to be burned off, frequently resulting in the parts becoming annealed."

This plant had the choice of cutting their cleaning time or adding to their labor charges in order to meet the increasing volume of work to be cleaned. Fortunately they put their problem up to an Oakite Service Man—and the outcome was an increased capacity of the same equipment to more than 5 times its previous capacity.

It pays to talk things over with an Oakite Service Man on any question related to cleaning. If you want to save time, or cut down rejects, or just make sure you are cleaning to best advantage—ask us to send along a Service Man. There's no obligation.

There Are 70 Oakite Service Men, Cleaning Specialists, Located at:

Allentown, Pa., *Atlanta, Ga., Baltimore, Boston, Bridgeport, *Brooklyn, Buffalo, Camden, Canton, O., Charlotte, N. C., *Chicago, *Cincinnati, *Cleveland, *Dallas, *Davenport, Dayton, *Denver, *Des Moines, *Detroit, Erie, Flint, Mich., Grand Rapids, Harrisburg, Hartford, *Indianapolis, *Kansas City, *Los Angeles, *Milwaukee, *Minneapolis, *Montreal, Newark, New Haven, *New York, *Oakland, Cal., Peoria, Philadelphia, Pittsburgh, Portland, Me., Poughkeepsie, Providence, Reading, Rochester, Rockford, Rock Island, *San Francisco, Schenectady, *Seattle, *St. Louis, Syracuse, Toledo, *Toronto, Utica, *Vancouver, B. C., Waterloo, Ia., Williamsport, Pa., Worcester.

*Stocks of Oakite materials are carried in these cities

Oakley Chemical Co. *General Offices:* 38 Thames St. New York, N.Y.

OAKITE

Trade-Mark Reg. U. S. Pat. Off.

Industrial Cleaning Materials

SERVICE BEFORE SALES

It is not a coincidence that the word "Service" stands first in the name of The Timken Roller Bearing Service and Sales Company.

One of the primary reasons for establishing 1200 Authorized Timken Distributors in the United States and Canada, is our purpose to make easily available authentic Timken service information.

Whenever a service problem which relates to Timken Bearings arises, consult your nearest Authorized Distributor. He can be of help to you and aid you in eliminating unnecessary replacements.

And if the need for a new Timken Bearing should arise, this same Distributor has genuine Timken Bearings, the exact size you want, ready to deliver.

If you are not already familiar with your nearest Authorized Timken Distributor, write the nearest branch listed below, for his name and address.

THE
TIMKEN ROLLER BEARING SERVICE & SALES COMPANY
CANTON, OHIO

Atlanta	Dallas	Memphis	Oklahoma City	St. Louis
Baltimore	Denver	Milwaukee	Omaha	Salt Lake City
Boston	Detroit	Minneapolis	Philadelphia	San Francisco
Brooklyn	Indianapolis	Newark	Pittsburgh	Seattle
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Cleveland				

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